

NAVY NEWS

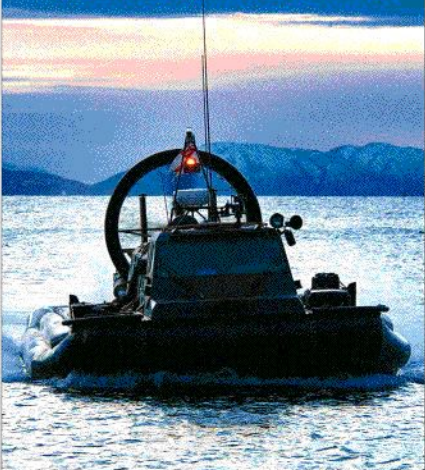
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SHIP TO SHORE

Royal Navy Amphibious Operations



How the Royal Navy takes things littorally – souvenir supplement inside



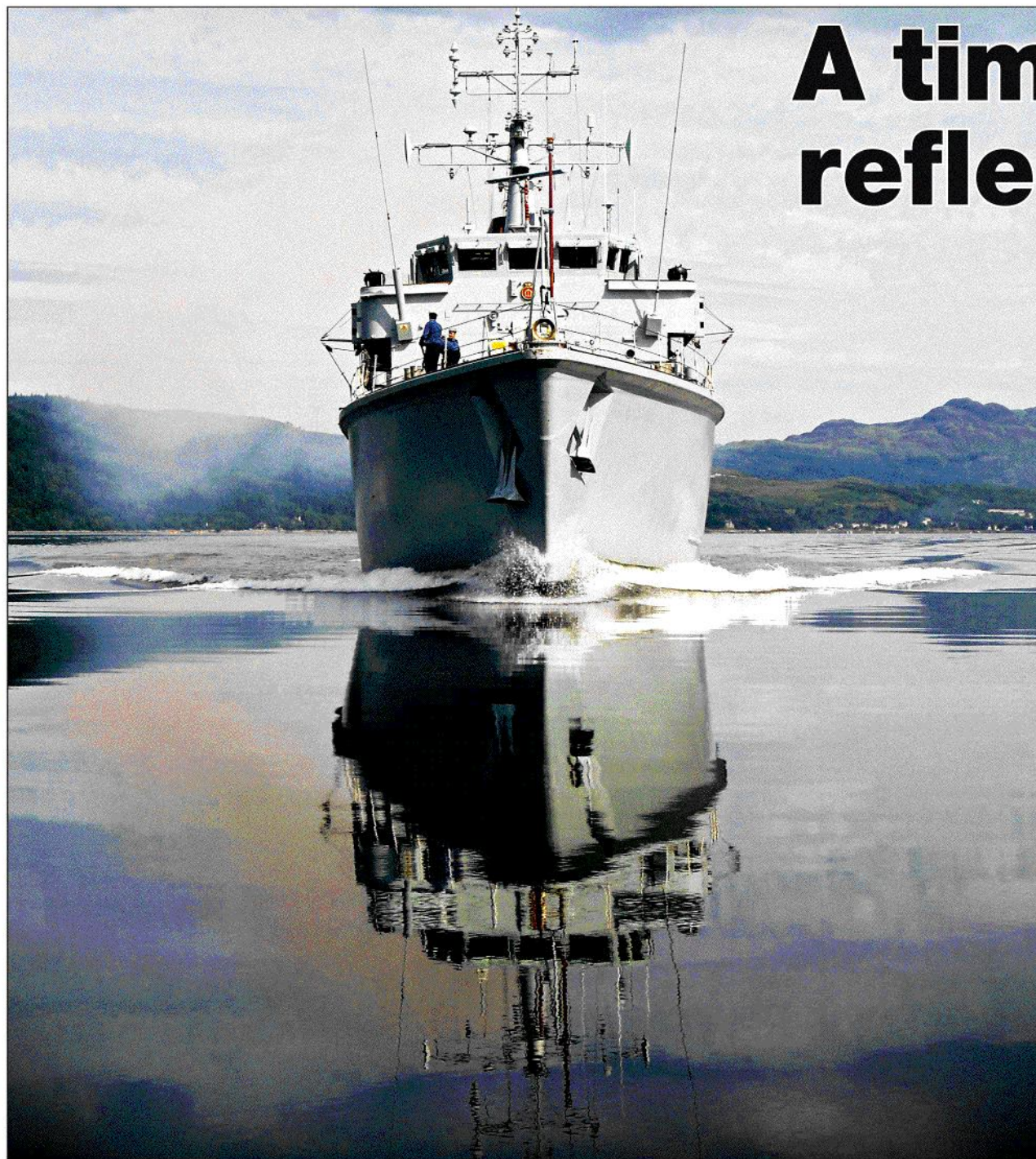
Unforgettable: staying calm in a crisis – reports from Lebanon on pages 14-16



Queen meets the Sea Cadets – picture special page 30



Royal Navy athletes go for glory – back page



A time for reflection

LEAVING your home for pastures new is always a time for reflection.

But as HMS Brocklesby and HMS Bangor sailed in opposite directions to their new base ports, the reorganisation of the mine countermeasures force was concluded.

With the arrival of Bangor at Faslane, the eight Sandown-class ships are now exclusively to be found at Clyde Naval Base where they form MCM1 – the 'Scottish Squadron', complete with the lion rampant badge on their funnels – under the command of Cdr Chris Davies.

And Brocklesby's arrival in Portsmouth reunites her with all seven of her Hunt-class sisters, completing MCM2 under the command of Cdr 'Harry' Blackmore.

Bangor sailed from Portsmouth accompanied by Commodore Portsmouth Flotilla, Cdre Andrew Cameron, to mark the end of her seven-year association with the South Coast.

The ship has just completed a maintenance period during which her mission system was upgraded to Nautis 3 – a major step forward in terms of capability and performance.

On her passage north Bangor paid her respects to the men who died in the Russian cruiser Varyag – the ship was later wrecked off the west coast of Scotland (see page 5).

● HMS Brocklesby sails from Clyde Naval Base to her new home in Portsmouth

Picture: LA(Phot) Jonathan Massey, (FRPU(N))

ROYALS 'EAGER TO DO SOME GOOD'

THE burden of smoking out the Taliban and safeguarding peace in southern Afghanistan rests upon the shoulders of the Royal Marines as of this month.

The core of 3 Commando Brigade deploys to the unsettled Helmand Province, where it will take over peacekeeping tasks from 16 Air Assault Brigade during a six-month tour of duty.

The Royals are under no illusions about the dangers the mission

holds – the insurgents in Helmand are determined fighters who have attacked British forces during the summer.

But the elite green berets are in no doubt that they are up to the task – and are keen to "get stuck in" if needs be.

"These are six months which will fly past," said Col Ian Huntley, Deputy Commander of 3 Commando Brigade – soon to be renamed Commander Helmand Task Force.

"We are eager to get out there and do some good."

Around 2,000 green berets are being committed in southern Afghanistan – the kernel of 42 and 45 Commandos,

plus the supporting Army and RM units including 29 Regiment Royal Artillery, the Commando Logistics Regiment and UK Command Support Group.

The Royals will form part of a larger British force nearly 5,000 men and women strong – and itself a key component of a NATO task group in the Helmand region which boasts around 18,000 troops.

Their aim is to put down any terrorist activity, train Afghan troops and allow the local civilian populace to rebuild the country's shattered economy after three decades of conflict.

The mission to Afghanistan will be the first combat deployment of the Viking,

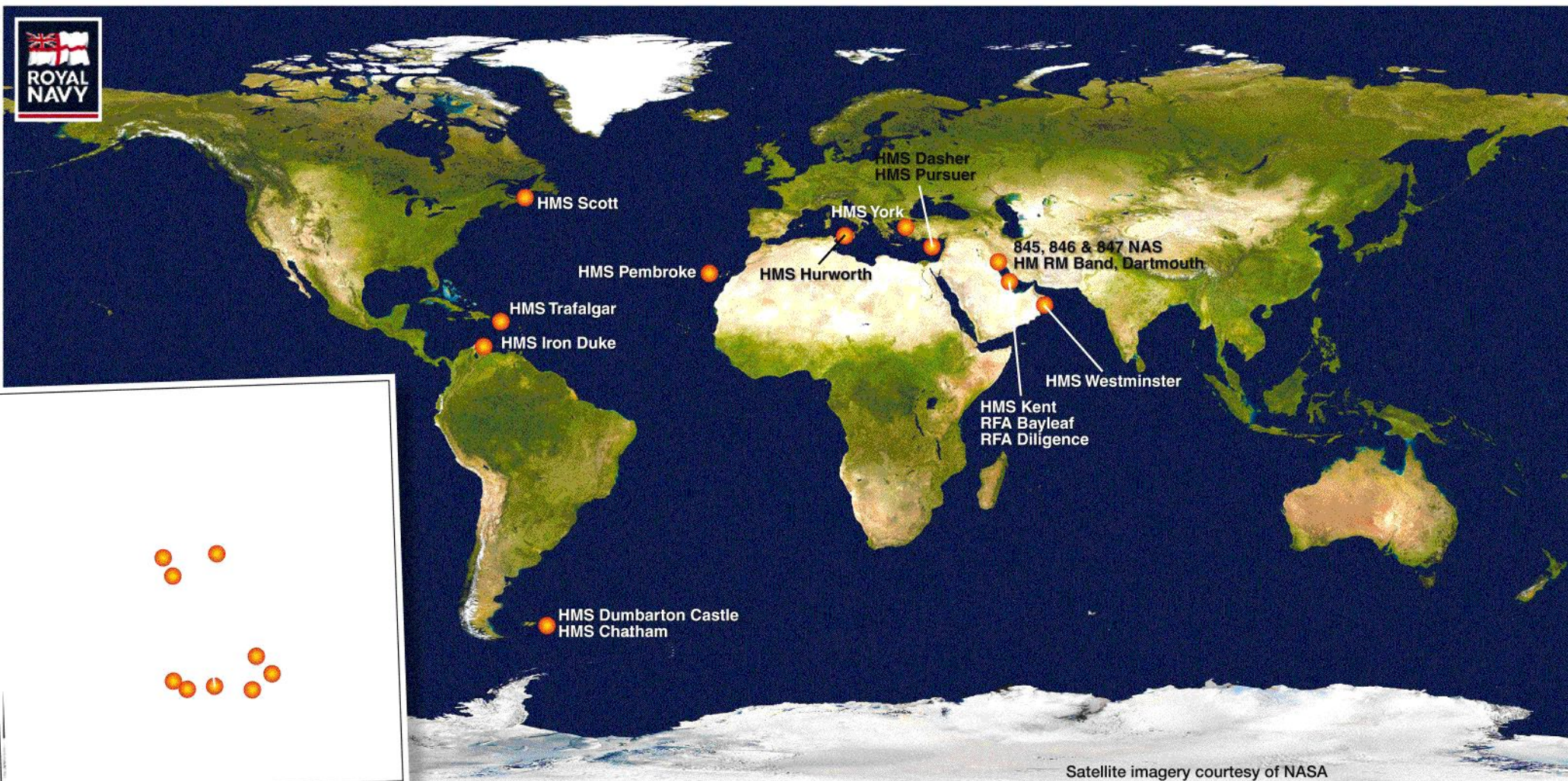
the Commandos' new tracked vehicle which provides them with additional protection from enemy fire.

The Royals' last act before deploying was a major exercise on Salisbury Plain in Wiltshire and in Wales – Southern Raider, observed by senior Royal Navy and Royal Marines officers and Armed Forces Minister Adam Ingram.

"The Afghan people have had enough of war and conflict," the minister declared.

"They want a different future and the Royal Marines will help them achieve that."

■ Saddling up for Afghanistan – centre pages



Satellite imagery courtesy of NASA

Fleet Focus

THE dateline above may read 'September' but it is high summer in the offices of *Navy News* as we compile this – and hence the heart of the RN's summer leave.

Not that the seas are devoid of HM warships, however, although there has been a noticeable 'return to port' by ships heading back from deployment.

The quintet of **HMS Illustrious**, **Bulwark**, **St Albans**, **Gloucester** and **RFA Fort Victoria** are all in home waters after their exertions in the Gulf and Lebanon (see opposite and pages 14-16).

New patrol ship **HMS Clyde** will be formally named in Portsmouth this month, the first Royal Navy vessel to be built in the city since HMS *Andromeda* four decades ago. Clyde sails south next year to replace **Dumbarton Castle**, which has been working with Type 22 frigate **HMS Chatham** on Exercise Purple Strike, a regular war game involving forces safeguarding the Falkland Islands (see page 19).

You may have noticed the appearance of **HMS Chester** on our map. Sadly not a new destroyer or frigate; in fact, sadly, not new at all. The venerable picket boat has been in action at BRNC Dartmouth teaching the next generation of officers the art of leadership. Turn to page 28 for our two-page feature.

Also making a (brief) appearance on the map is **HMS Dauntless**, or rather her bow, which was towed from Portsmouth to Glasgow to join the rest of her superstructure.

Further afield, hunter-killer submarine **HMS Trafalgar** has completed her tour of duty in the Americas, returning not to her home port of Devonport but to Portsmouth (see right).

HMS Bangor has joined in tributes to the heroes of the Russian Imperial cruiser *Varyag*, which sank off Scotland in 1925 (turn to page 5)...

... and **HMS Hurworth** is bound for the Dodecanese to pay her respects to the previous bearer of the name, lost in 1943 (also on page 5).

We must not forget the Royal Marines of **3 Commando Brigade** who this month will deploy to the dangerous Helmand province of Afghanistan. The green berets have been gearing up for their mission by exercising on Salisbury Plain and in South Wales. See our pre-deployment feature in the centre pages.

Also in troubled sands were the **Band of Her Majesty's Royal Marines, Dartmouth**, who flew to Iraq to raise the morale of Service personnel deployed out there (see page 10).

The 'business end' of protection in the region is being led by HM Ships **Kent** and **Echo** and the trainers of the **NATT** in Umm Qasr, featured on page 8.

Not far away is frigate **HMS Westminister**, which has been on anti-terror duties in the Indian Ocean.

On the other side of the world, sister ship **HMS Iron Duke** is on a trawl of the Caribbean on the look out for drug-runners; she is accompanied by **RFA Wave Ruler** (see pages 4 and 12).

And a good thousand or so miles to the northeast, **HMS Scott** has been working her way along the Eastern Seaboard of North America, visiting Boston and Halifax, as well as charting the Atlantic Ocean on the way (see page 25).

Also in the Atlantic, minehunter **HMS Pembroke** has been exercising with NATO forces off West Africa, visiting the Canaries and Cape Verde, using the stars to guide her way (see page 9).

Type 22 frigate **HMS Cornwall** has conducted a grand tour of her namesake county, permitting a visit to some fine fish restaurants (turn to page 22).

And deploying any day now are survey ship **HMS Enterprise** (she's off to Sierra Leone and West Africa), while the cooler waters of the Baltic beckon for Hunt-class minehunter **HMS Middleton**.

And finally... More astute *Navy News* readers quite correctly pointed out that the picture on the front cover of last month's supplement celebrating the Queen's birthday was most definitely not taken in 1953.

We meant to type '1951', as our records indicated the visit took place then. We are glad we didn't, however; for Cdr J F Lake, who attended BRNC in 1949, has held on to copies of the *Britannia Magazine*. According to the College's official paper, the visit by the then Princess Elizabeth occurred on June 24 1949.



● Go ahead, make my Bay... New landing support ship **RFA Cardigan Bay** makes her way under the Erskine Bridge as she returns up the Clyde to BAE Systems' yard at Govan following sea trials

Picture supplied by John Crae

Trafalgar's all of a lava

SUBMARINERS from HMS *Trafalgar* scaled the deadliest volcano of the 20th Century during a break from their deployment to North and South America.

The fleet submarine took a break from operations with a visit to Fort-de-France on the Caribbean island of Martinique. Fifteen miles away lies the treacherous Mt Pelée.

A century ago, Pelée exploded with such force, and with a devastating blast of fire and heat, that the capital of Martinique, St Pierre, was wiped out.

Only one man, a prisoner in solitary confinement in the town jail, survived the eruption.

The contrast in the summer of 2006 could not have been greater.

"The views were fantastic and as we climbed, we forgot about everything else and just concentrated on the things around us," said Lt Cdr Keith Cunnane, *Trafalgar's* weapon engineer officer.

"After two hours we managed to reach the peak, but half way through the climb mist came down and by the time we reached the top it was like we were walking in the clouds."

"It was a breathtaking experience. Unfortunately we couldn't stay up there forever, so before we knew it we set off back down the steep volcano."

Trafalgar has enjoyed a wonderfully-varied deployment since leaving Devonport, visiting the Bahamas, Falklands, Rio de Janeiro and the Caribbean before returning to the UK.

Visits to the French colony by British warships have taken place in the past, but not a fleet submarine.

Before arriving in the island, *Trafalgar* had been operating with the mighty USS *George Washington* carrier battle group.

The Americans were keen to see whether they could track – and attack – a modern stealthy submarine and called upon *Trafalgar* to play that role.

The submariners observed the 100,000-ton carrier and her escorts from a range of 1,500 yards; at that distance, crew could clearly be seen conducting air operations on the *Washington's* sprawling flight deck.

■ We'll have a feature on *Trafalgar's* tour-of-duty in next month's paper



FAB response from Spud

THE reactions of LS 'Spud' Murphy following an explosion on one of Iraq's two crucial oil terminals has been acknowledged by that country's Navy.

Spud had been enjoying a well-deserved break with the crew of a Iraqi Fast Aluminium Boat (FAB) aboard the veteran landing ship USS Ogden following training exercises when a blast ripped through the KAAOT platform.

The leading hand commandeered the FAB and went off in search of survivors, sweeping the sea around the platform.

He quickly found two marines who had been blown off the structure by the force of the explosion and were struggling to stay afloat in their combat gear. "Both men were in a state of shock and bewilderment. I picked them up and transferred them to an American RIB where they were given first aid and dry clothing," said 'Spud'.

The sailor then returned to the platform to continue his rescue mission, helping to evacuate Iraqi and US marines, plus civilian employees.

Then it was a case of ferrying firefighting kit to the stricken platform, and finally a 2,000-yard exclusion zone had to be drawn around the site to prevent dhows getting too close.

The sailor received an award from the Iraqi Navy's operations Commander, Commodore Thamer (pictured above).

■ Operations in the Gulf, page 8

Hairy-tale deployment

MALAYSIAN seas beckon for frigate HMS Westminster, which has left the Gulf region behind to steam for the Far East.

Muscat, Oman, was the final port of call in the Middle East at the end of exercises and anti-terror patrols with the Japanese, US and Pakistani Navies.

And then a 2,500-mile 'hop' to Malaysia beckoned, after a final top-up with fuel from the American tanker Leroy Grumman.

Once in Malay waters, the Portsmouth-based Type 23 frigate will work with the navies of Malaysia, Singapore, New Zealand and Australia on the regular exercise with the Commonwealth nations as part of the long-standing Five Powers Defence Arrangement.

The entertainments committee has been keeping morale high during the lengthy passage east; (male) crew are currently in the midst of a moustache-growing competition which has seen some pretty unusual sights around the ship (all will shave before the next port visit).

For those not facial hair-minded, there was an X-Factor contest (emphasis on the 'X') which saw harsh comments from the judging panel - in keeping with their television counterparts.

OM Welch and his rendition of Billy Idol's *White Wedding* was the star turn...

It proved to be a welcome distraction from the weather which, the ship complains, "has resembled that of the United Kingdom in October, rather than the Middle East in August," with the sea on the beam of the ship making for a particularly uncomfortable journey for fair-weather sailors.

Westminster is due to re-visit the Middle East on her return journey before sailing back to Portsmouth at the year's end.



● Rotary appeal... A fly-past from an RAF Chinook for HMS Illustrious as she sails past Portsmouth's famous Round Tower and (below) Wavy navy... Sailors and marines in HMS Bulwark greet families in Devonport

Pictures: SAC Nicky Trace, RAF, and LA(Phot) Nick Crusham, FRPU West

Home, sweet home

BETTER late than never.

Five Royal Navy warships and auxiliaries rest alongside in British waters at last after challenging times off the Lebanon.

Flagship HMS Illustrious, destroyer HMS Gloucester, frigate HMS St Albans, assault ship HMS Bulwark and 'floating warehouse' RFA Fort Victoria are all safely in the bosom of Blighty, two to three weeks later than planned.

The belated homecomings - and above all the dangerous missions of the vessels - ensured rapturous welcomes for the returning heroes, plus wall-to-wall media coverage.

Perhaps unsurprisingly, recent events in the Middle East and the evacuation mission executed by the ships will dominate memories of the deployments.

But none of the vessels left home earlier this year expecting to be called to the Lebanon.

Instead, St Albans sailed to the Northern Arabian Gulf to protect Iraqi oil exports; Illustrious and Gloucester sailed to the Indian Ocean to stamp out illegal activities on the high seas - and test 'strike carrier' theories; Bulwark joined St Albans in the Gulf; and Fort

Vic proved to be the floating 'one-stop shop' for the force's supply needs.

"We set out with three clear objectives: to contribute to the global campaign against terror, specifically in the area of maritime security; to develop skills in carrier strike using the GR7; and to engage with nations in the region," said Rear Admiral Neil Morisetti, Commander UK Maritime Force, of the Illustrious task group's Aquila06 mission.

"And we were very successful." The admiral commended the commitment and professionalism of all his ships' companies.

He added: "We clearly demonstrated that we are a deterrent in the region. We sent a powerful message out about that."

The Task Group worked with a number of other agencies, including police, coastguard and customs, as well as traditional military partners to promote the issue of maritime security in the various nations it visited.

The admiral went on: "On the carrier side, in maritime

strike we have made progress operating the GR7 Harrier in its strike or bomber role, rather than the FA2 in fighter role.

"In strike, we need a greater understanding of what is going on inland. And a greater knowledge of other nations to operate effectively.

"We are all the time expanding our knowledge in those theatres."

The admiral concluded with a final comment about the value that carriers bring to the Royal Navy.

He said: "The leadership and co-ordination that this ship provided at sea during the Lebanon operations is another example of how a carrier can provide command and control for that type of situation."

Illustrious' CO Capt Bob Cooling said his ship, men and women and entire task group had "covered themselves in glory".

There were different reasons to celebrate for other sailors, such as OM David Read from Swansea.

The extra time at sea gave him extra time to plan something special - and extra time for the tension to gnaw away at his nerves.

He dashed down the prow as Bulwark came alongside in Devonport, made a bee-line for his girlfriend Laura Hick, knelt before her and proposed.

Thankfully the 20-year-old from Hereford accepted - to the sounds of whoops of delight and cheers from the 1,000 or so people who had gathered in the Naval Base to witness the assault ship's belated homecoming.

The last ship of the quintet home was frigate HMS St Albans, whose deployment was "never dull".

And, one

might add, never without food. More than seven thousand pints of milk were downed by the 180 crew, who munched 10,725kg of potatoes, 25,600 sausages and 30,060 eggs. They also sailed 32,000 miles.

"There have been many highlights over the six months," said CO Cdr Steve Dainton.

"Our visit to the Black Sea was a rare opportunity to see some fascinating and beautiful countries on the border between East and West.

"Despite the sad circumstances, our unexpected return to Beirut was perhaps a fitting end to a memorable deployment as it was a hugely rewarding experience for us which really made us feel like we had made a difference."

■ Behind the headlines, pages 14-16





From Dauntless to Defender

NEW destroyer HMS Dauntless has taken to the water for the first time.

Sadly not the whole ship, only her bow, but it's a good start.

The forward section of the second Type 45 destroyer was carried out of Portsmouth Naval Base on a barge bound for BAE Systems' Govan yard, where the rest of her hull is taking shape.

As a 1,000-ton 'slice' of the ship began its four-day journey to the Clyde, shipwrights at VT in Portsmouth pressed the button to begin laser cutting steel for HMS Defender, the fifth ship of the class.

Diamond and Dragon were laid down last year; work on HMS Duncan, ship six in a class of up to eight, is due to begin before the year's end.

Staff at VT intend to see Defender following Dauntless' example in February 2008; the rest of the ship is being built at Govan.

By the time work on HMS Duncan is completed, workers expect to have cut the cost and time taken to build the bow by around one third.

Just down the river from Dauntless, first-of-class HMS Daring continues to take shape at BAE's Scotstoun yard where she was launched in February. She will enter service in 2009.

■ Daring by name, daring by nature, page 17

Cattle do nicely

AND you thought it was lemmings who just follow each other blindly over cliff edges...

No, in Cornwall, 771 NAS were called to rescue a dozen cows who wandered down a cliff near St Ives – then couldn't get back up to their pasture.

After farm staff and vets failed to persuade the cattle to walk back up the steep cliff, the Fleet Air Arm from nearby Culdrose were called in.

At its peak the rescue mission demanded the attention of 20 people: aircrew, coastguards, firefighters and vets.

The animals were sedated before being lifted to safety in cargo nets by the 771 Sea King.

Richmond returns

FRIGATE HMS Richmond has begun sea trials after an 18-month overhaul by FSL in Portsmouth to upgrade her sonar and weapons systems, plus carry the Merlin helicopter. She has also received the angular 4.5in Mod 1 gun (also known as the Kryten) and can now accommodate female sailors for the first time.

The trials are expected to last three months; Richmond will be handed back to the Fleet this autumn.

Caribbean 'cruise' for the Iron Duck

SOME people pay thousands of pounds to visit Bermuda, Curacao and St Vincent.

One hundred and eighty lucky Brits are enjoying the experience for free.

They do have to share a metal box for six months, grapple with drug runners and contend with hurricanes however.

But so far, the first stages of HMS Iron Duke's deployment to the West Indies have been rather pleasant.

Iron Duck, as she is affectionately dubbed, deployed from Portsmouth at the end of June to join fleet tanker RFA Wave Ruler in the constant war on drug trafficking.

First stop after crossing the Atlantic was Bermuda, where the Duke-class ship was given a prime berth alongside Hamilton's main street for all to see, none more so than on the first night, when Iron Duke's ship's guard conducted Ceremonial Sunset on the flight deck.

The four-day break also allowed some of her crew to join hands with the Bermudan Defence Force working on a disaster relief exercise – as they had done in Plymouth barely a month earlier.

From Bermuda, it was on to Key West at the foot of the Florida Keys; the five-day stay was dominated by briefings and preparations for the anti-drug work which has been a mainstay of Royal Navy operations in the region for years.

A fortnight's counter-drug work ended with a brief visit to the colourful port of Willemstad in Curacao, accompanied by a US Coast Guard vessel.

From there, the war on traffickers resumed before an informal visit to the Commonwealth island of St Vincent.

The two-day stop-off at the island allowed family reunions for MEA Glevan Robinson, LStd Kevin Deane and MEM Gregg who all hail from St Vincent. Non-St Vincentians headed to the island's (still active) volcano and the set of the *Pirates of the Caribbean* films. They somehow found time too to squeeze in football matches against the Bequia All Stars and a coastguard side.

■ Ship of the month, page 12



● Colourful Curacao... HMS Iron Duke and a US Coast guard vessel alongside in Willemstad, the vivid capital of the semi-independent Dutch island

Picture: LA(Phot) Shaun Preston, FRPU Whale Island

Star turn from HMS Enterprise

JAM tomorrow beckons for the sailors of survey vessel HMS Enterprise after the 'punishment' of six weeks of Operational Sea Training.

The Devonport-based ship sails imminently to chart waters off West Africa, including Sierra Leone, which is reward for completing the gruelling exercises.

Given the ship's role, the spell of OST off Plymouth and the Cornish coast was adapted accordingly. But some trials and tribulations in the RN are commonplace across the fleet, such as coping with fires, flooding, protestors, terrorists and bomb alerts.

The final week of trials was tailored to Enterprise's hydrographics work.

The ship was charged with charting one of the principal routes into Freeport Sound, and sent her smaller boats to conduct a survey of inland waters, and the river towards Noss Mayo to pave the way for a (fictitious) assault by landing craft – day-to-day stuff for the surveyors.

Less typical was the ship's mission of finding and guarding the position of an unexploded missile which had been dropped into the water off the coast of Freeport.

To add to the 'fun' minehunter HMS Ledbury was ablaze (for exercise purposes only) and asked for help and Enterprise ran slap bang into a semi-submerged container on her way home, damaging her hull.

For her response to all these challenges, the crew earned a 'very satisfactory' mark from the assessors of Flag Officer Sea Training ('satisfactory' is a pass).

Albie back

SAILORS and albatrosses have not always had the best of relationships – just ask the Ancient Mariner – but the ship's company of HMS Edinburgh did their best to put old differences aside when they welcomed Albie the Albatross on board.

Just before the ship deployed to the South Atlantic – home to many an albatross species – Albie made a flying visit to raise awareness of his plight.

Around 100,000 albatrosses are killed every year by longline fishing hooks, which turn bait for tuna and other fish into lethal traps. One bite on a baited fish-hook and a bird is snared, dragged under the sea and drowned. It's estimated that an albatross dies this way every five minutes.

The Royal Society for the Protection of Birds, and BirdLife International are running a worldwide campaign to alert fishermen to the plight of the albatross before it is too late.

A special Albatross Task Force will sail the seas, working with fishermen to try to change the fishing practices which are endangering the very existence of the albatross.

One of the easiest and cheapest solutions to the problem is to dangle plastic streamers on a rope above the line to scare the sea birds away. Another is to weight the lines to make the bait sink faster out of their reach.

The albatross has been a familiar and awe-inspiring sight to British sailors for centuries. They are still frequently seen on South Atlantic deployments, although their numbers are diminishing.

There are 21 species of albatross and 19 of them are seriously threatened. Some species have a wingspan of 11ft, the biggest in the world, and they can live up to 60 years.

Albie has his own website at www.albiesworld.com. More details about the plight of the albatross can be found at www.savethealbatross.net

■ Comment, page 6



Badge of honour

TODAY recognised as the submariners' hallmark, the famous Dolphins insignia has just celebrated its 35th birthday.

Worn proudly by all 'deeps', the insignia were surprisingly only introduced as a permanent addition to a submariner's uniform in the summer of 1971.

Before that ratings briefly wore a cloth badge on their uniforms (between 1958 and 1964) although they had to pay for it – hence the unpopularity.

Today's badge was first trialled in the late 1960s, based on a Royal Australian Navy design.

It was tested by HMS Trump's crew – then stationed in Sydney; they gave it the thumbs up, persuading top brass to introduce it across the submarine service.

The badge – aka the 'kissing kippers' – was formally adopted in July 1971 when it was presented at Ceremonial Divisions.

■ Thanks to George Malcolmson, archivist at the RN Submarine Museum, for the background details

Royal patrons for the Royal Navy

FOR the first time bases and branches of the Royal Navy and Royal Marines will have royal patrons.

Members of the Royal Family have, unsurprisingly, had strong ties with the Senior Service for centuries.

But unlike in the Army where they serve as honorary colonels for numerous regiments and as honorary air commodores in the RAF, affiliations between the House of Windsor and the RN have typically been reserved for special relations between individual ships, such as the Queen with HMS Lancaster and the Countess of Wessex with HMS Daring as their sponsors.

The Queen has decided to appoint a number of Royal Patrons – Commodores-in-Chief (a title, not a rank) – to confirm the bond between her family and the RN.

Some members of the Royal Family already enjoy special affiliations with the RN: the Duke of Edinburgh is the Captain General of the Royal Marines and Princess Anne is Chief Commandant of Women in the RN, for example.

"I am delighted at the news of these new appointments," said Admiral Sir Jonathon Band, First Sea Lord.

"They firmly underline the strength of the bond between

The new royal affiliations are:

- Prince of Wales: Commodore-in-Chief, Plymouth
- Prince William: Commodore-in-Chief, Scotland, and Commodore-in-Chief, Submarines
- Prince Harry: Commodore-in-Chief, Small Ships and Diving
- The Duchess of Cornwall: Commodore-in-Chief, Naval Medical Services
- The Duke of York: Commodore-in-Chief, Fleet Air Arm
- The Earl of Wessex: Commodore-in-Chief, Royal Fleet Auxiliary
- The Princess Royal: Commodore-in-Chief, Portsmouth
- Prince Michael of Kent: Commodore-in-Chief, Maritime Reserves

the Royal Family and the Armed Forces, not least the Naval Service in which so many members of the family have served with great distinction."

■ Royal birthday treat for Sea Cadets, page 30

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Not a lot from the world of the RN has been making the newspaper and TV headlines recently, but some articles have caught our eye, like this particularly jaundiced comment piece from Nick Cohen...

TAKE the Type 45 destroyers. The Navy was determined to spend money on them rather than aircraft carriers, even though Britain needs carriers to provide a safe base for fighters in combat beyond the reach of suicide bombers.

Destroyers may be living fossils in comparison, with no role in modern war, but from the Navy's point of view, at least they were their fossils. New aircraft carriers would be effectively under the control of the RAF, so they had to take second place.

— The Observer

Remember: never let the facts get in the way of an ill-reasoned rant...

On a more sobering note...

SAVAGE cuts seem inevitable in one or more of the Navy's three main dockyards because of a £1bn cost over-run on new submarines.

Portsmouth would still be the home of the Royal Navy — but MPs are worried ship maintenance and upgrade work will be scaled back or stopped altogether.

The Navy Board, which comprises the country's top admirals, is expected to discuss the future of the three yards at a crunch meeting in October.

— Portsmouth News

"WE MUST get the teeth to tail ratio right. The output of the Navy on the front-line is paramount and the most important inputs are people and front-line equipment — not concrete."

— First Sea Lord Admiral Sir Jonathon Band speaking to Jane's

HMS Tireless sailed out of Southampton leaving controversy in its wake.

Protesters from Solent Coalition Against Nuclear Ships demonstrated at the entrance to dock and outside the civic centre.

The group claims that the submarine was brought to Southampton for political reasons and puts people at risk.

HMS Tireless commanding officer Commander Iain Breckenridge said: "Someone standing on Dartmoor would be exposed to a higher level of radiation than anyone who crews this submarine."

— Southern Daily Echo

And finally...

THE Royal Navy logo could be stamped on lingerie in a bid to raise millions of pounds of funding.

Top brass have teamed up with a global marketing giant to use the White Ensign on clothes, sports gear, toys and other consumer items.

And they have even said it could be used on more controversial items such as saucy underwear.

— Portsmouth News

Well, it'll give the Marines something new to buy (and wear)...

To the immortal memory

WHY, you might wonder, were British sailors in the Clyde paying tribute to Russians lost in a war with Japan?

Thereby hangs the tragic, inspirational and fascinating tale of the Varyag, whose men were honoured by minehunter HMS Bangor off Ayrshire.

In February 1904, the Russian cruiser Varyag sailed to instant glory — and instant death — in the opening moves of the Russo-Japanese war.

The four-year-old ship found herself in the Korean port of Chemulpo (today Incheon) — and surrounded by a Japanese fleet as hostilities began.

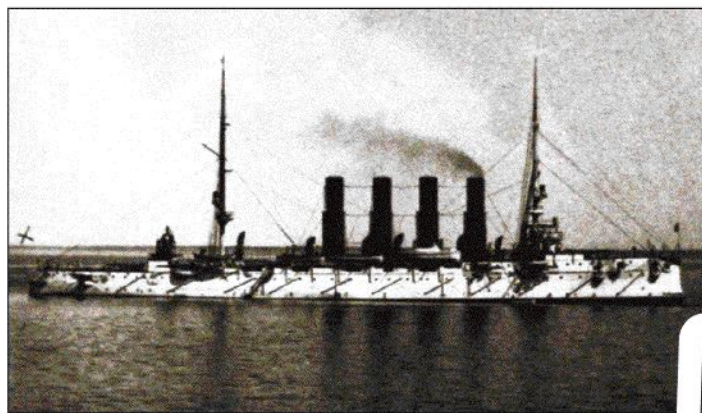
Varyag's captain, Vsevolod Rudnev, told his men that despite being outnumbered, "we shall not surrender either the cruiser or ourselves."

And so the cruiser sailed to do battle with the Japanese... and was engaged almost immediately.

Within an hour she was joined by an old Russian cruiser, but the odds were still against the Tsar's ships.

Japanese fire smashed the superstructure of the Varyag; two of her four funnels were wrecked, most of her guns were knocked out, she was holed below the waterline and her steering gear put out of action.

By mid-afternoon on February 9, Rudnev had decided to give up the battle. He returned to harbour and ordered the small fleet scuttled after another 15-minute



● The American-built Russian cruiser Varyag under way and (right) the battered Varyag lists in Chemulpo Bay after her encounter with the Japanese fleet

battering at the hands of the Japanese guns.

Varyag rolled over on her side; the elderly cruiser Koreyetz exploded and the Battle of Chemulpo Bay was over, with the loss of 130 dead and wounded on Rudnev's flagship.

That, however, is not the end of the story.

The cruiser was salvaged by the Japanese and pressed into service with the Imperial Navy.

A decade later she was sold back to the Russians (now Japan's ally in the war against Germany), then dispatched to the UK for a refit.



After the Russian revolution, the ship was sold for scrap.

She was on her way to the breaker's yard in Germany in 1920, but ran aground and eventually sank in 1925 less than a mile off Lendalfoot in Ayrshire.

Which is where HMS Bangor comes in.

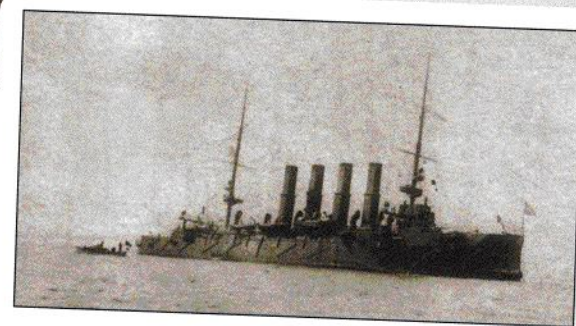
More than 80 years after the ship's foundering, a monument to the men of the Varyag was dedicated — appropriately on Russia's Navy Day.

Wreaths were tossed from Bangor over the cruiser's resting place by Russian admirals and dignitaries.

"Varyag's actions speak not only for the bravery of her crew but for the honour and heroism of sailors

The Varyag's unequal battle with the Japanese Navy was immortalised, strangely, by the German poet Rudolf Greintz

*On deck, comrades, on deck!
Get up for the last parade
The proud Varyag won't surrender
Show us no mercy!*



the world over," said Cdr Gary Newton, Britain's naval attaché to Russia.

Britain's mark of respect for the Varyag extends beyond the mere fact that her hulk rests in Scottish waters.

Through his actions in January 1904, Capt Rudnev spared HMS Talbot, plus French, Italian and American warships anchored in the roadstead.

The crews of the foreign ships lined their decks and saluted the ship as she sailed to her fateful encounter with the Japanese.

As for HMS Bangor, the

Sandown-class warship hopped across the Irish Sea for a welcome visit to her namesake town.

Over three days, the ship hosted civic leaders, the Ulster Defence Regiment Association and Sea Cadets, while sailors handed over £440 to Clifton School which provides day care and education for young people with special needs.

The ship is now based in Faslane having become the last of the class to move from Portsmouth to Scotland as part of concentration of Sandowns on the Clyde and Hunts in the Solent.

Little Hurworth's all on her own

UNUSUALLY for one of the smallest ships in the RN inventory, minehunter HMS Hurworth has deployed to the Mediterranean minus a task force.

The Hunt-class warship is away from Portsmouth until the year's end with the emphasis on testing her new Sonar 2193 anti-mine kit and command system in warmer waters.

Although she has sailed individually, Hurworth won't entirely be devoid of friends on her four-month tour of duty.

She will spend time with a NATO minehunting force in waters off Toulon and Turkey.

The ship spent much of the summer in Scottish waters undergoing Operational Sea Training, where assessors noted that morale of the small ship's company was "very good" and Hurworth's overall performance was "very satisfactory"; "satisfactory" is a standard pass at OST.

"It is unusual to deploy on our own for four months, rather than as part of a task group," said Commanding Officer Lt Cdr Jason Horne.

"But we aim to make a big impression for a small ship."

The first Hurworth, a Hunt-class destroyer, played a pivotal role in the Mediterranean six decades ago, including accompanying the convoy which effectively marked the lifting of the siege of Malta in November 1942.

A visit to the island, which still treasures its close ties with the Senior Service, is not surprisingly on the minehunter's itinerary; it will be her first time in Malta in nearly a decade.

The first Hurworth also sank the German submarines U568 and U559 in Mediterranean waters.

Her luck ran out — in the Royal Navy's typically selfless manner — while assisting a crippled vessel, the torpedoed Greek ship Adrias, off the Dodecanese island of Kalymnos in October 1943 when she struck a mine.

She sank in 15 minutes, taking 134 officers and men — roughly half the ship's company — with her.

Hurworth's navigator Lt Thomas McPhail has already paid his respects over the wreck once this year.

He joined family members of those lost, plus relatives of crew from HMS Eclipse — lost to a mine off Kalymnos two days after Hurworth — at a memorial service during the International Diving Festival off Kalymnos.

The ship will conduct her own wreath-laying over the wreck site next month when she arrives in the Dodecanese.

(Fittingly, too, the minehunter has been presented with a telescope by the son of the first Hurworth's CO.)

Tributes to heroes past will continue on Hurworth's return journey to Portsmouth.

In December she will sail up the Gironde to Bordeaux for annual commemorations of Operation Frankton, immortalised on the silver screen as the *Cockleshell Heroes*.

The daring Royal Marines raid in canoes in December 1942 captured the imagination... and struck a blow against German blockade runners.



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Opinion

Courage and compassion mark a sailor

There are two recurring themes in the letters and e-mails of thanks which poured into the Ministry of Defence after the Lebanese evacuations.

One is professionalism. All the evacuees had an overwhelming and well-founded feeling that they were safe in the Navy's hands.

Such confidence can only be imparted by men and women who know their job and train, day after day, until they can enter a war zone knowing they can deal with any threat that comes their way.

The other theme is humanity.

One passenger writes: "You treated everyone on board like a member of your family."

Kind-hearted sailors gave up their beds for the evacuees, fed their babies and played with their children.

It's a combination of courage and compassion which has been the hallmark of the British sailor throughout the ages.

Veterans have their day

The Royal Naval Association is hoping to get some good ideas at the forthcoming Maritime Confederation in Portsmouth about veterans and how to treat them.

The UK has lagged behind the USA and many European countries for years in its treatment of former Armed Forces personnel – many in other countries have greatly enhanced health care provision, not to mention discounts on goods and services.

There are signs that this country is catching up. Veterans now have their own day in the nation's calendar – June 27.

But some argue that the presence of this one day dedicated to remembering those that have served highlights the lack of remembrance outside November's ceremonies.

However more companies and businesses are offering deals for veterans, and all former Servicemen and women can now apply for a British Veterans' Recognition card.

Of course, recognition takes different forms. Younger veterans might be attracted by the financial benefits – cheaper mortgage deals, perhaps, or a discounted family outing to a theme park.

For some of the older ones, recognition is more intangible. They would be happy if future generations recognised the part they played in securing the freedoms we currently enjoy.

And the veterans who write to us would be happy if the importance of the Royal Navy to this nation's future freedom and prosperity was duly recognised and supported.

Save the mighty

SAILORS on deployment to the South Atlantic are still lucky enough to see albatrosses in the ship's wake – although they are a less common sight than they were.

The shocking statistic is that 100,000 of these noble birds are killed every year, as they take fishing bait and are dragged under the sea to drown.

It's not the Navy's problem, but all publicity will help, and HMS Edinburgh has already done her bit by inviting Albie the Albatross on board.

Perhaps ships in the South Atlantic could take it a stage further by recording albatross sightings and sending them to the Albatross Task Force.

The views expressed in Navy News do not necessarily reflect those of the Ministry of Defence

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Portsmouth is the Navy's home

I HAVE seen a lot of speculation in the media about Portsmouth Naval Base closing. Is this true? I cannot believe that this is a serious proposal.

Portsmouth Naval Base has existed since Elizabethan times and has constantly been updated.

It is the spiritual home of the Royal Navy and actual home of HMS Victory and Warrior, not to mention the majority of the Surface Flotilla.

Surely we should properly close Rosyth before anyone even considers other naval base closures.

– name and address supplied

As Navy News reported in August, there is currently a review of all the Naval Bases. The aim is to ensure that support for the Fleet is delivered as cheaply as possible, to free more resources for the frontline. Economies are in hand at Portsmouth but talk of closure is speculation.

The Navy's where?

"THE Navy's here!" was the famous greeting from the crew of HMS Cossack to those that they rescued from the German prison ship Altmark.

Now, yet again, applicable in Lebanon.

For many years, various governments have made, or planned for, massive cuts in the Armed Services, sometimes pretending that it was part of the 'peace dividend' including the scrapping of aircraft carriers and assault ships, so prominent in the news recently.

I am not sure if the six ships involved represent a third or even a half of the present British Fleet, but what happens next time the need arises if we have no Royal Navy?

Do we ask for advice from Vietnamese boat people or do we hire people-smugglers?

The Navy's Here! – but for how long?

– Brian Williams, Leeds

Floating your boat

YOU asked in your June editorial what floats your boat as far as the Andrew is concerned?

For me there is only one answer – the story of the armed merchant cruiser HMS Jervis Bay.

– Christopher Stacey, Eastbourne

Up spirits to the tot

WITH regard to Mike Smith's letter Tot tots up (August) I have a sealed gallon of Pusser's authentic Navy Rum. The seal is embossed – RVY 7-53, which makes it 16 years older than Mike's.

I am open to offers – any sum over £500 will be donated to my Sea Cadet unit. This offer is open until October 4, 2006.

– Lt Mike Draper, Chairman Gosport Sea Cadet unit

...I STILL have my one-gallon stone jar of Pusser's Bubbly, regrettably minus its wicker basket due to woodworm. It was infested when I bought it.

Bought for me in Gibraltar (Rooke) around 1976 by an oppo on the Eskimo, it cost the princely sum of £8. The wax seal is dated 12.70.

I'd be interested to know the going rate for it as it stands, like everything else it fetches more at auction in its original condition.

– Gordon McTurk, Cummock, Ayrshire

...I HAVE two one-gallon jars full of the precious liquid, wax-sealed and dated 1970.

Hands off our star

THE dictate of the Government and associated civil servants that the Arctic Emblem is to be worn above the breast pocket or on the lapel but not attached to the Atlantic Medal itself is widely resented by the veterans who earned it.

The general feeling amongst them is that they will defy the instruction, attach it to the medal ribbon and wear it with pride at their parades in what they consider is its correct place.

Woe betide any bowler-hatted retired officer or top-hatted minister who ventures to correct them. They will do so at their peril and for the first time many will know what it is like to be at the receiving end.

The campaign for the medal was won, despite opposition by the Government and civil servants and others who shall be nameless, mainly by the leadership and determination of Commander Eddie Grenfell to whom the thanks of all the Arctic Veterans are due.

– P T Belchamber, Survivor HMS Somali, (torpedoed September 1942 just south of Spitzbergen) Gloucester

...MAY I point out that in 1943, which was the Battle of the Atlantic, our organisation, Capt Walker's Old Boys' Association, was registered with the shipping lines of London with our service number and supplied with a lapel badge which states Battle of the Atlantic.

Veterans understand that other organisations who took part also got the lapel badge, so why does the MOD waste money on repeat performance on something which has already been issued? I wear mine with pride.

Although we cannot wear the Arctic medal with our issued medals it's nice to be able to give it to our relatives so they can be proud of what we did.

– Arthur Herbert Wyeth, ex-HGMS Maggie

We have received several letters along similar lines. The design of the Arctic Emblem has now been agreed and details will be published later this month, once contractual agreements have been finalised. The emblems should be issued to veterans in a few weeks' time – Ed

● HMS Surprise brings back memories



Look back in Surprise

I WAS a Royal Marine Commando who served in a special attachment in HMS Surprise in the early 1950s, so the mention of the ship (August) brought memories flooding back.

In those days she was considered the Commander-in-Chief Mediterranean (Lord Mountbatten's) private yacht.

The C-in-C was a great supporter of the Marine Commandos and wanted a small group onboard.

Lord Mountbatten set many challenges for us. He challenged an American Navy group to race us to the top of the volcano Stromboli. I remember the sulphur smell and

baking eggs in the hot ashes. We met the Americans going up as we were coming down.

He then tasked us to row in a whaler to Ajaccio in Corsica – some three hard days' rowing. HMS Surprise joined us three days later for a beach picnic.

There were many visitors to the ship – the Queen, Prince Philip, Princess Margaret, Lady Mountbatten and her two daughters, Pamela and Patricia.

Malcolm Sargent, the conductor and the Italian prince Orsini – I have many memories.

– Douglas Badock, Wrington, North Somerset

Lifeline for Intrepid

ABOUT Albert Poulter's letter 'Intrepid to the end', I remember his ship well and also the HHMS Adrais which after getting her bows blown off managed to get back to Alexandria harbour with great skill and dedication to a great 'chuck up' with sirens and hooters.

How can I ever forget that day, even though I'm now 85 and getting near my sell-by date!

I served in HMS Aldenham, the gallant last destroyer to be sunk with the loss of over 126.

There are about half a dozen of us still alive and laughing our heads off.

Life must go on to the end, and we must never forget the fallen.

Albert can get a memorial erected at Leros, he will remember Cos and Samos where we fought so hard and lost so many ships and men.

We are waiting to throw out the lifeline, we are here to serve, we are shipmates until the end.

He is only a first class boy of 82, us 'oldies' will come to his rescue I am sure.

He can count on me being at Leros and the few others who still have legs to get around.

Never surrender, never never.

Tomorrow I am off to Newhaven to lay a wreath to those who did not return from the raid on Dieppe. Next Sunday I will be in Dieppe to remember our fallen of that time.

Life is for living, caring and sharing.

– George Drewett, President, 1st Destroyer 1942-45 Flotilla, Shepperton

For those who would like to help Mr Poulter's cause, he can be contacted at Berwick, Chelsford Lane, Orpington, Kent BR6 7RS – Ed

Sea swap is just a smoke screen

WE are introducing a new act into ship manning – it's called Ship Crew Juggling, but in reality it's not very clever.

To cut to the quick we have neither enough ships of the right type or crews to man or maintain them East of Suez (or west, if truth be told).

Fuel costing and canal charges have become too taxing and have scuppered our fuel allowance.

But fear not, all trials will be reported on in due time and course. After full appraisal and wash-ups, respective reports will be cherry-picked on all the positive aspects and rejected on the negative.

Conclusions will be made on what has already been determined.

The Navy, what is left of it, has been subjected to more cuts than a butcher's chopping block.

Shut down the smoke screen, and tell the truth. There are not enough ships of the correct type, or willing and able ships' companies to crew and staff them to meet the current demands made upon the Fleet.

– R S Hufflett, ex-shipwright, Marlow, Bucks

Serenaded by a donkey

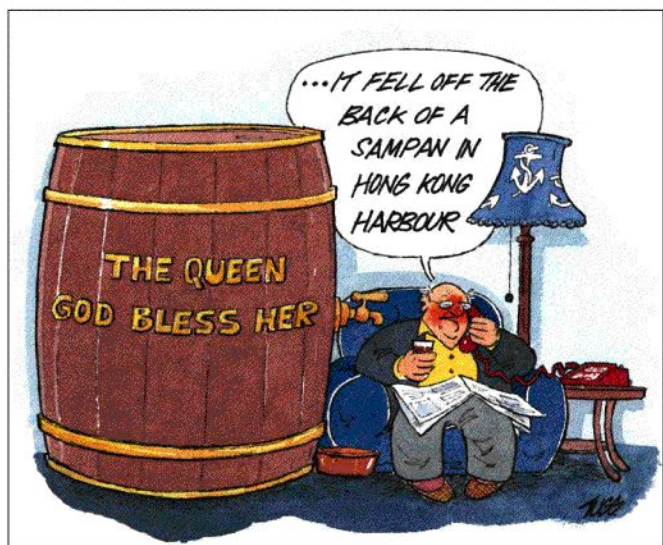
RE the Invincible organ (August) I suspect its naval stores' description was "Organs, portable, small, one."

I once had "Horns, fog, brass, far-resounding, one" on my charge.

It was for cutters, admirals' barges etc, had a plunger to work it and sounded like a starving donkey.

There are probably plenty more classic descriptions of stores items...

– Richard Williamson, Tintinhull, Somerset



I purchased them during my tour of Gibraltar in 1980 at £10 a jar from Charlie Cornford who had, I am informed, bought up the entire RN stock at £1 a gallon.

Incidentally, "Up Spirits" is piped at the Corner House

pub in Portland each year on the Saturday closest to August 1.

Former and serving RN personnel gather to remember and drink to the Death of the Tot.

– Richard Boden, Titchfield, Hants



JACK

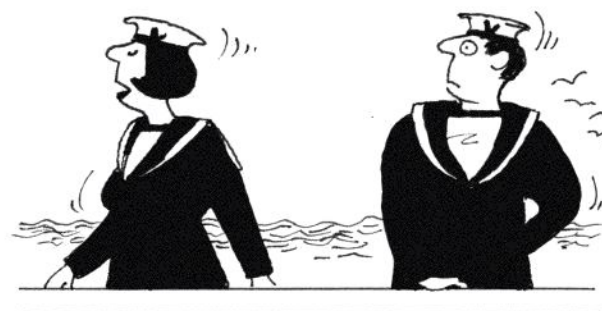
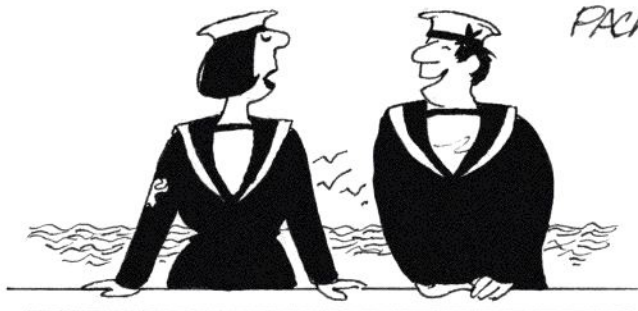
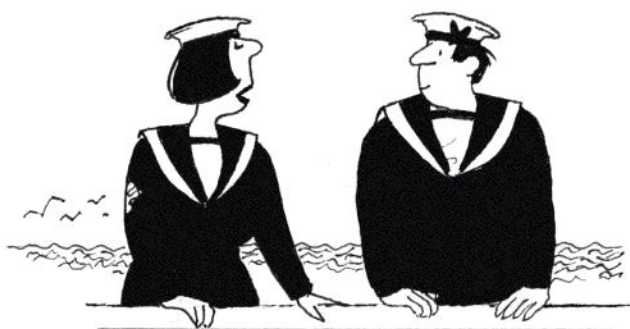
BY TUGS

... AND YOU KNOW
NOTHING ABOUT ME!

FOR A START
I SMOKE!

I DON'T MIND
- I'LL BUY
YOU A
PACKET!

NO THANK YOU! I
ROLL MY OWN.



Going loco over logo

I AM dismayed that the top brass have to resort to selling clothing and miscellaneous items with the Royal Navy insignia on to raise cash.

What next? Sailors outside supermarkets with collecting tins?

I can see that this is a good way to get the RN back into the public eye.

However, I think that they have overlooked the fact that they have a perfectly good recruiting tool right there under their noses that they seem to pay little attention to – namely the Sea Cadet Corps.

Research shows about 40 per cent of new entrants at HMS Raleigh have been involved in a cadet organisation.

Surely some of the effort being pumped into the merchandise campaign would be better spent on improving cadet units thereby attracting more cadets and attracting more young people to join the RN when they are old enough?

– PO Cadet Ben Hemstock

... MY COLLEAGUES and I worked extremely hard to win the right to wear the Green Beret and its associated military badges.

It now seems that in order to attract interest from 'people who are active, involved and outgoing' the RN will be selling such badges.

Capt Brian Warren states that he will be the arbiter of what is right, he also states that if some elder former servicemen have their noses put out of joint,

then 'so be it.' Well he has, and many of my colleagues' noses too.

If you haven't done the course, don't wear the badge.

– Robert Parry, Truro, Cornwall
– Mike O'Rourke, Anglesey

...THE Commando course, which all Royal Marines must pass before they earn the right to wear the coveted Green Beret and Commando insignia, is one of the longest and hardest courses in the world.

That the Royal Navy should want to sell the rights to our insignia for commercial use is an insult to us all.

Many good men have died for their country whilst proudly wearing the insignia of Royal Marine Commandos.

As the Corps itself says in its advertising, '99.9 per cent need not apply.'

Soon, if the Navy has its way, it will be in shops everywhere.

– Archie Campbell, (former Royal Marine Commando)
Ravenshoe, Queensland, Australia

The RN has signed an agreement with IMG licensing and merchandising agency to increase awareness of the Royal Navy brand on the high street. The reasons for the initiative can be found on the Royal Navy website at www.royalnavy.mod.uk

Flying Dawkin's dishcloth flag

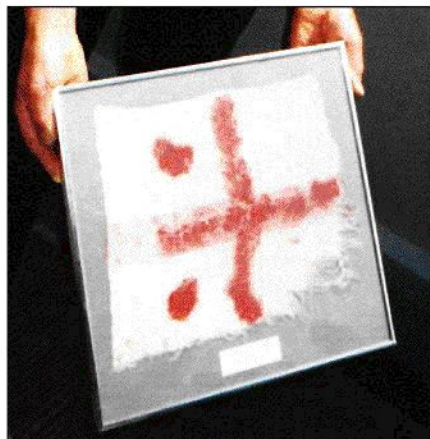
WITH reference to MTB102 (August), yes, she is alive and kicking and very proud to wear the Red Ensign as this was her first ensign when launched 70 years ago next May.

Her maximum speed is closer to 30 knots these days and yes, she still has her Rear Admiral's flag made by Peter Dawkins at Dunkirk in 1940.

It is now very frail and is kept in a protective frame.

She also has her own Admiral's flag by virtue of being a Dunkirk Little Ship and will be very happy to fly the flag of the First Sea Lord next time he is aboard.

The MTB102 Trust continues to raise the much-needed finance to keep MTB102 in good sea-going condition and will be very



● The Rear Admiral's flag made out of a dishcloth for Rear Adm Wake-Walker and flown by MTB102 at Dunkirk, 1940

happy to hear from prospective friends via the website www.mtb102.com

– Richard Basey, MTB102 Trust, Wroxham, Norfolk

Bear-faced excuse for bad writing

I WAS sorry to see in Navy News (August) that Jack is having problems finding alternative reasons for not writing home.

Perhaps he would like to use the following quote from Cadet, later Admiral Sir, Ned Charlton, who finished off a letter to Mamma from HMS Alexandria in 1881 as follows: 'You must excuse the latter part of this letter being badly written as the bear is under the table and has been taking pieces out of my trousers and trying to digest my boots.'

Apparently the bear was quite friendly and could be kept quiet by 'putting your hand in his mouth and letting him suck it.'

The above information and further stories of the bear can be found in Ned's Navy by Frank Urban, published by Airlife, which I duly acknowledge.

– David Coombs, Efford Plymouth

LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information.

Letters cannot be submitted over the telephone.

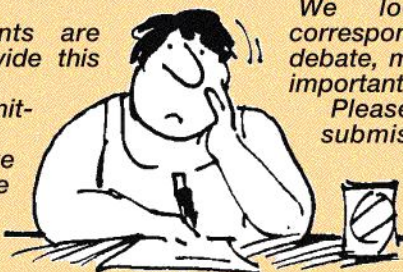
Given the impressive volume of letters, we cannot publish all of your correspondence in Navy News.

However, we do try to publish many of your letters on our own website www.navynews.co.uk

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

Please try to keep your submissions as brief as possible – our space is limited.

The editor reserves the right to edit your submissions.



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● HMS Kent's Lynx waits in darkness as the frigate patrols the Iraq oil platforms day and night to prevent terrorist attack
Picture: LA(Phot) Chris Wenham



● The Naval Transition Team (NaTT) at Umm Qasr Naval Base

RN sets Iraqi Navy on future course

WHILE British and Coalition warships now patrol the oil terminals of Iraq, the Iraqi Navy is being brought up to readiness to assume that role under the guidance of the Naval Transition Team (NaTT).

Based at Umm Qasr Naval Base, Southern Iraq, under the command of Capt Phillip Thicknesse RN, the 50-strong team has been responsible for training and mentoring the Iraqi Navy and Marines since the end of hostilities in 2003.

The role of the NaTT has evolved as their charges have gained in operational capability, and it is a matter of pride that the Iraqis themselves are now in a position to assist in the security for their two major oil platforms.

The Iraqi Navy maintains a 24-hour patrol boat presence around the platforms and a platoon of Iraqi Marines is stationed on each oil terminal.

Capt Thicknesse said: "The oil platforms are of the utmost importance to the future of Iraq as they provide 95 per cent of the country's wealth."

"The fact that the Iraqi Navy and Marines are now making a significant contribution to their security bodes well for the future and is a major step on the road to transition from Coalition to Iraqi forces."

NaTT's emphasis has gradually shifted away from 'hands-on' training to mentoring and assisting in operational planning, with each member of staff working with an Iraqi counterpart on a daily basis.

NaTT staff still play an integral role in the development of training but their focus is now on training the trainer.

Complete transition will ultimately see the Iraqi Navy taking over full-time the security of the oil platforms from Coalition forces, but for this to happen the Iraqi fleet will need to be enlarged.

The current fleet of five Chinese Predator patrol boats is to be replaced with 15 new patrol boats, four patrol ships and two offshore support vessels over the next few years.

The exact timeline for complete transition from Coalition to Iraqi forces is still to be confirmed, and the NaTT expect to be a feature of the Umm Qasr Naval Base for the next five years.

But in that time the Naval Base itself will be transformed with a range of infrastructure projects planned, including a new sea wall, marine engineering workshops and a fuel storage farm.

Working with the RN and RM in the NaTT are 15 American military personnel, predominantly US Navy and Marine Corps, who bring a wealth of operational experience.

Under the guidance of the NaTT the Iraqis are on course for transition, with the goal of providing their own security both realistic and achievable.

Capt Thicknesse said: "In a country where, far too often, bad news dominates the headlines, the work being done by this small coalition team stands out as a real good news story."

He added: "Living and working with the Iraqi Navy is an extraordinary experience and a great privilege."

Night and day, Kent is on patrol

PORTSMOUTH-BASED Type 23 HMS Kent has recently taken over from the Australian ship HMAS Ballarat as the sector commander around the KAAOT oil platform, protecting Iraq's oil exports against terrorist attack.

A stop in Kuwait in mid-July gave the sailors a welcome break after three and a half weeks at sea, with legs stretched in the sporting arena, fielding three football teams, a rugby team and a cricket team – all in temperatures that could reach as high as 45°C.

With the completion of the ship's first oil platform patrol, HMS Kent also waved goodbye to a number of visitors, including Cdre Bruce Williams, the UK Maritime Component Commander based in Bahrain and Cdre Peter Lockwood RAN, the Commander of the ship's Coalition Task Group 158.

Next on the ship's agenda was a visit to the kingdom of Bahrain. But the planned time alongside

had to be delayed when with just five miles to go the harbour authority told the warship that the port was closed due to high winds.

Kent hove to outside the harbour breakwater, where she stayed at anchor for two days, despite winds that gusted at speeds of up to 35 knots.

Once the port reopened, the warship negotiated the tribulations of darkness and strong winds to arrive safely alongside.

The island kingdom off the east coast of Saudi Arabia gave a warm welcome to the visiting frigate, particularly the 7,000-strong expatriate community who offered up yet more sporting fixtures.

In turn, the British sailors welcomed the extensive facilities of the US Navy's 5th Fleet Naval Base in the Arab kingdom.

The ship has now settled into her operational patrol. The ship's company, after all her pre-deployment preparation and training, got straight into the swing of things with a busy routine, yet remaining alert at all times.



● HMS Kent passes the stern of HMS Echo, which has been surveying the area around the Al Basra Oil Terminal (ABOT)
Picture: LA(Phot) Chris Wenham

Echo charts the way for Iraq's future

A CEREMONY on board HMS Echo in mid-August saw the survey ship hand over the fruits of two years' labour by herself and sister ship HMS Enterprise in surveying the Northern Arabian Gulf.

The Commander of the Iraqi Navy, Cdre Thamer, received the recently-published charts from Echo's Executive Officer Lt Cdr Bruce Badrock.

The new charts, which include the shallow waters of Umm Qasr, will allow the port to increase its merchant shipping traffic and help build Iraq's economic future.

Lt Cdr Badrock said: "HMS Echo is very proud of its role in protecting vital assets for the Iraqi people as part of a wider force."

"Ships and personnel from many nations are successfully denying terrorists the ability to use the maritime environment as a venue for attack."

"We are very satisfied that our mission in maintaining security and stability while encouraging growth in the maritime trade to Iraq will have many positive benefits in the future."

HMS Echo arrived in the region in July to undertake military data gathering operations in the Northern Arabian Gulf, working in areas around Iraq's oil terminals.

Using both the ship's state-of-the-art integrated survey suite and her well-equipped survey

motor boat SMB Pathfinder, Echo is gathering and processing high-definition bathymetry and oceanographic data 24 hours each day.

The Pathfinder is used in shallow and restricted waters where a larger, deeper-draughted ship would be unable to conduct survey operations.

The small boat is a highly-capable survey platform, with sophisticated surveying equipment including the Simrad EM3000 high-frequency multi-beam echo sounder.

The boat, with its crew of six, has been working for up to 14 hours each day to gather data about the waters and the seabeds near to the Iraqi oil terminals. Some of Echo's surveyors also landed on the terminals to establish tide monitoring and recording equipment.

Echo is working as part of Coalition Naval Task Force 158 (CTF158) maintaining maritime security in and around the Al Basra and Khawr Al Amaya oil terminals.

Working alongside the Coalition ships in the Task Force and fully integrated are a number of Iraqi Navy patrol boats, and in time the Iraqis will fully take over the security role for the platforms.

Oil production at the terminals is now approaching historically normal levels, and the commercial port has seen a significant increase in traffic.

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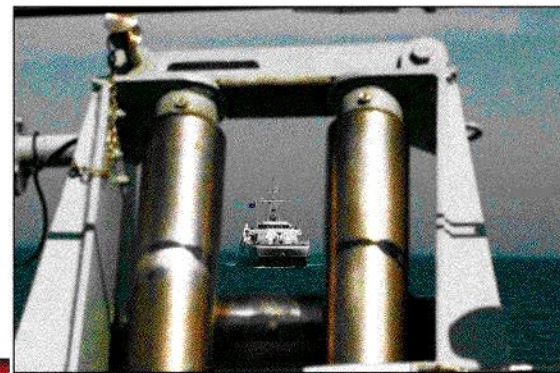
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Pembroke looks to the stars for voyage south



MINEHUNTER HMS Pembroke has ventured as far south as Africa during her stint with a NATO force – and she got there the old-fashioned way.

The Sandown-class ship spent a week with her flotilla on transit from the Canary Island to the Cape Verde Islands, and in order to maintain morale and interest the NATO commander set a challenge – all ships had to use astro-navigation, rather than electronic means, for four days.

The Pembroke team rose to the challenge, keeping very close to her required course and location.

Her encounters with sharks and shoals of flying fish en route were a far cry from the start of the deployment, when Pembroke sailed north from her home port of Faslane and headed across the North Sea for a rendezvous with other NATO ships – including representatives of Norway, Holland, Germany and Belgium – at Bremerhaven in Germany.

A week in port, hosted by the German Tactical Warfare School, allowed the members of the force to get to know each other and to discuss tactics.

Their first foray was to the Dutch port of Delfzijl, conducting a gunnery exercise on the way, and the next trip, to Antwerp, included a fruitful minehunting exercise.

Leaving Antwerp, the early stages of their eight-day passage along the Channel and across the Bay of Biscay to Rota, near Cadiz, was delayed by high winds.

A spell of relaxation, including games such as cross-deck cricket

and water football, and a run ashore put the NATO sailors in good spirits for the trip south to Tenerife, during which there was plenty of time for training serials in gunnery, damage control and the like.

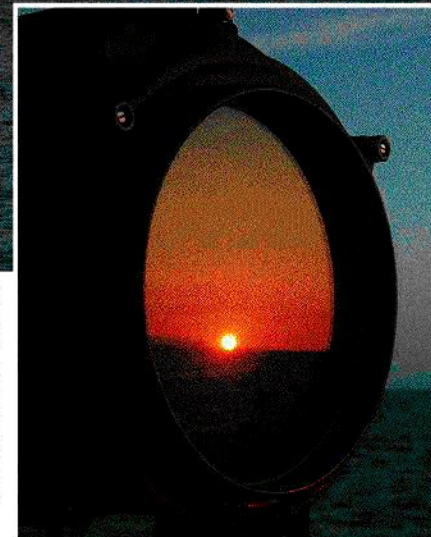
A six-day spell alongside allowed sailors to see the sights of the island before the final outward leg, which allowed the crew to carry out checks on the ship's systems.

Then it was into Exercise Steadfast Jaguar, where 21 ships and submarines from 11 countries, as well as aircraft and land forces, tested the ability of the Standing NATO Reaction Force to deploy to a remote location whilst operating at a high tempo.

Pembroke's duties included minehunting, force protection and jetty/harbour searches, with just two short breaks during 12 intensive days on task.



● HMS Pembroke (left) sails for duties with a NATO squadron; fellow squadron member KNM Otrá, a Norwegian Oksoy-class minesweeper refuels from German Elbe-class tender Rhein in the Channel (above), and sunrise off Scotland is reflected in Pembroke's signal lamp (right); another view of KNM Otrá (top right); a fiery sky and open sea en route for Exercise Steadfast Jaguar (main picture)



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● One in the eye... A redcoat takes aim during last month's Edinburgh Military Tattoo – as captured on camera by LA(Phot) Jim Fenwick of FRPU Clyde. The new Flag Officer Scotland Northern England and Northern Ireland, Rear Admiral Philip Wilcocks, took the salute at the opening night of the three-week spectacular, now in its 57th year. By the time the tattoo ended its 24-night run at the Castle Esplanade, its 1,000-plus performers had been seen by more than 200,000 people.

Vannes hail 'em

CONTINUING the ceremonial and musical flavour on this page, the Volunteer Band of HMS Collingwood paid a five-day visit to the historic Breton town of Vannes.

For four decades the French town has been twinned with Fareham, so to mark the 40-year association between the two localities, a 33-strong band from the warfare establishment – bolstered by trainees from the Royal Marines School of Music and musicians from HM Ships Sultan and Heron – headed across the

Channel under the direction of Band C/Sgt Steve 'Rasher' Bacon.

The core of the visit was formed by seven engagements squeezed into just two days around Bastille Day, including a beat retreat in front of Vannes' historic walls, receptions, dinners and parades, with a spectacular firework display bringing the curtain down on July 14 festivities.

More than 60,000 locals watched the Bastille Day celebrations, plus at least one Briton: Collingwood's Executive Officer Cdr Andrew Stewart.

Work starts on memorial

THE first turf has been cut in what will grow to be a national monument to British servicemen and women killed on active duty since the end of World War 2.

There is no central memorial honouring those killed in Korea, Suez, Malaya, Northern Ireland, Iraq, the Falklands and countless other places where 16,000 Britons have laid down their lives since 1945 for King, Queen and country.

The £4m monument at the National Memorial Arboretum in Staffordshire will record all their names, plus those who served in the Royal Fleet Auxiliary and Merchant Navy and died in the line of duty.

The monument, which has been designed by architect Liam O'Connor and will be constructed of Portland stone, is due to be unveiled in October 2007.

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● Sunset in the grounds of the US Embassy in Baghdad as the musicians provide a fitting coda to July 4 celebrations

Pictures: LA(Phot) Dave Griffiths, FRPU Whale Island



Royals' Iraq 'n' roll

THE strains of *Land of Hope and Glory* were probably still echoing around the Dart estuary as the musicians clambered aboard a bus.

Just two hours after bringing the curtain down on Britannia Proms, the Band of HM Royal Marines Dartmouth were bound for Baghdad.

Lt Gen Sir Rob Fry RM – the senior British officer in Iraq – thought the sight and sounds of the world's finest military band would pep up morale of forces peacekeeping in the troubled country.

One military flight to Iraq later and an exhilarating (*good naval euphemism* – Ed) transfer by helicopter from Baghdad airport to the 'international green zone' in the heart of the capital.

Once established on the ground, the band's first duty was to perform for the US Ambassador in Iraq, Zalmay Khalilzad, and Iraqi President Jalal Talabani at a July 4 celebration. Among the tunes performed was the Iraqi anthem – not a tune in the Royals' typical repertoire.

The Dartmouth musicians performed alongside the US 4th Infantry Division Band.



● Ska performers... Some less traditional music poolside

The Brits, said WO3 Otha Wayne, were apparently "amazed by the versatility and variety" of the American soldier-musicians.

Dressed in their combat fatigues, the Americans, in turn, were rather surprised to see the Royals dressed in their distinctive white ceremonial uniforms throughout their time in Baghdad.

Apart from the performance at the US Embassy and at a dinner party held

by General Fry, the core of the marines' time in Iraq was spent entertaining the rank and file, including two extremely emotional performances at the military hospital.

As a tonic for morale, it certainly worked.

One Fijian general told the musicians: "You have raised our spirits and will sustain us for another month."

Not all the performances were of a military/ceremonial nature.

The musicians demonstrated their eclectic

talents.

For the wounded in the hospital, there was jazz.

For troops relaxing by the pool, there was ska, and for British troops stationed in Baghdad there was the rather odd combination of ska, Corps of Drums and dance.

And when in Baghdad, you must have a souvenir photo for the album.

With General Fry, the musicians posed in the shadow of the Hands of Victory – perhaps the most symbolic image of Baghdad.

The huge crossed swords – the hands holding them are apparently modelled on Saddam Hussein's – were created by a German firm in the 1980s to celebrate Iraq's 'victory' over Iran; they were made from the melted-down metal of weapons from fallen Iranian soldiers.

Transferring a full RM band from the Devon coast to the heart of a war zone is difficult task, logistically and militarily.

The musicians' schedule was so tight during their ten-day stay that there was no margin for error; the instruments had to be in the right place at the right time, otherwise no music.

So hats off to Lt Cdr Alan Titcombe and his team who worked tirelessly to ensure that the visit passed off smoothly – as did the Grenadier Guards who provided first-rate protection throughout the band's time in Iraq.



● The Band of HM Royal Marines Dartmouth pose with General Sir Rob Fry – in combat fatigues – in the shadow of the Hands of Victory in Baghdad



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Iron Duke goes to extremes

THIS YEAR has been a tale of extremes for Type 23 frigate HMS Iron Duke. The icy waters of the North Norwegian Sea have melted into the balmy heat of the Caribbean's waters.

Exercise Cetus in February and March saw the Navy frigate operating with forces from other NATO nations in the seas off north Norway.

Facts and Figures

Class: Type 23 Duke-class frigate
Pennant Number: F234
Builder: Yarrow Shipbuilders, Scotstoun
Laid down: December 12 1988
Launched: March 2 1991
Accepted: July 23 1992
Commissioned: May 20 1993
Displacement: 4,000 tonnes
Length: 133 metres
Beam (waterline): 15 metres
Draught: 7 metres
Speed: 28 knots
Complement: 185
Propulsion: Diesel electric and gas turbine (or combination - CODLAG)
Aviation: One Westland Lynx
Mk 8 with Stingray torpedoes or depth charges; Sea Skua anti-surface missiles; general purpose machine gun
Armament: Harpoon missile launchers; Seawolf anti-missile system; 4.5in Mk 8 Mod 1 gun; four torpedo tubes; 30mm guns

Iron Duke took on a primary role of anti-submarine warfare, protecting assault ship HMS Ocean and other units during the cold weather exercises – but she also had to keep her eyes above the waterline, providing surface and air support to the multinational Task Force.

The British frigate was called to use its sophisticated sensor suite to support the assault ashore by a commando force.

Day and night the ship stayed on high alert, ready for attacks by fast attack craft or land-based missiles while working in the littoral environment of the Norwegian fjords.

A period back home in the UK saw the ship through a Fleet Time Support Period (FTSP), sea trials and operational sea training – all readying the frigate for her upcoming deployment on Atlantic Patrol Task (North), covering the North Atlantic and Caribbean.

Together with RFA Wave Ruler, the two Naval vessels are on hand to offer support to British overseas territories and other nations and conduct counter-drugs operations in this particular area.

Hurricane season blows through the area from June to November, – hitting a peak from August to October – and HMS Iron Duke is in the right spot to provide a quick response to any natural disaster.

Indeed with the range and diversity of this year's tasking, the ship's company has shown that it is ready for almost anything that

might come its way.

By the time she returns to Portsmouth in winter Iron Duke will have spent just seven weeks at her base port in the entire year.

The frigate is currently scheduled to return home in mid-December – just in time for Christmas dinner...

The current warship is the third to bear the name Iron Duke.

The first was a ten-gun twin-screw armour-plated battleship commissioned in 1871, named in honour of the Duke of Wellington.

She was the first capital ship to use the Suez Canal as Flagship of the Commander-in-Chief China.

In 1875 she became part of the Coastguard service, but on an unfortunate September day she rammed and sank her sister ship Vanguard in the dense fog of Dublin Bay.

Her penance for this misdemeanour was to take over Vanguard's place as Guardship at Kingstown (now Dún Laoghaire).

Once her duties off Ireland were completed in 1877, the Iron Duke returned to the China Station as Flagship.

After a brief sojourn in 1886 in Admiral Hornby's Particular Service Squadron (a small squadron of ships separated off for special duties in support of the admiral), the battleship joined the Channel Squadron.

The Iron Duke wound down into the Fleet Reserve in 1893, eventually becoming a coal hulk

before being sold on in 1906.

The second Iron Duke makes more contribution to the name's historical record – the flagship of Admiral Jellicoe won the only Battle Honour at Jutland.

This Iron Duke was one of a class of four ships, based on a modified and enlarged version of the first King George V class.

Her career as a Fleet flagship saw her carry the flags of Sir George Callaghan, Admiral Jellicoe and Admiral Sir David Beatty.

As part of the 2nd Battle Squadron she fought at Jutland, but bore no damage, then in 1919 she transferred to the Mediterranean to become Fleet flagship to Sir John de Robeck, and saw action in support of the White Russians in Black Sea operations.

After a spell with the Atlantic Fleet she was paid off in 1929 and reduced to a training ship.

In 1939 she arrived at Scapa Flow as a Base Ship. Two months later she was damaged by aircraft bombs and beached, but continued in her role of base ship and port defence. She was sold for scrap in 1946.

Battle Honours

Jutland1916



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HEROES OF THE ROYAL NAVY No.29

Mid Duncan Boyes, Thomas Pride and OS William Seeley

'Revere the emperor, expel the barbarians' – with this imperial order, the Samurai warlords of the Choshu clan were let loose with all their fire upon foreign ships attempting to pass through the Shimonoseki Straits of Japan.

On September 5 1864 a fleet of eight British ships, along with four Dutch, three French and one US ship, attacked the Japanese forts in Choshu, bringing to a halt the blockade of the straits.

On the next day the ships landed forces to destroy the forts and take down the Japanese guns. As the Naval Brigade went to its task at No.5 Battery, it came under attack.

In the harsh fighting seven seamen were killed, 26 were injured, and three Victoria Crosses were won by three men: Midshipman Duncan Gordon Boyes, Thomas Pride and Ordinary Seaman William Henry Harrison Seeley.

A force of Japanese warriors had formed behind the gun placement, and the marines and sailors split into two sections to attack from both sides of the valley.

Under fierce fire from a surrounding wall and palisade, the British troops rushed on and through the stockade to secure the site.

Carrying the Queen's Colour into action was Boyes, who did not stop despite the ravages

of the battle on those around him, particularly the two colour sergeants that accompanied him – one died at his feet and the other, Thomas Pride, Captain of Euryalus' After Guard, was badly wounded.

Despite their wounds and battle damage (the standard was tattered with six bullet holes from musket balls), the onslaught of the two surviving men could only be checked by the direct order of the Flag Captain of HMS Euryalus, Captain Alexander.

Seeley, the first American to receive a VC, won recognition for a 'daring recon-

naissance'. He also fought on in the final assault against the battery although he had suffered injury.

(Incidentally, as an American national Seeley was forbidden to enlist in the British military and could have been arrested by his compatriots if he had set foot on the US ship in the group.)

Queen Victoria gave a special command that the presentation of the awards should be in a public manner to recognise the men's 'noble daring' against the enemy.

Huge crowds gathered on Southsea Common one year later to see the men honoured, and HMS Victory fired a gun salute to the cheers of the assembled officers and men.

Aged just 17 at Shimonoseki, Boyes was dismissed from the service scant years later, a harsh punishment for an apparent mild misdemeanour. He never quite recovered, suffering depression and alcohol addiction until he committed suicide in 1869 in New Zealand.

The other two fared better; once he had recovered from his injuries Thomas Pride was discharged in 1866 and went on to become keeper at the Waterloo Tollgate near Poole. He died in 1893. Seeley, on discharge from Euryalus, returned to the US and lived on to the age of 74, dying in Massachusetts in 1914.



● The capture of the lower battery at Shimonoseki in September 1864

Picture: Royal Naval Museum, Portsmouth

NATO get their ACT together

NO SHIPS, no tanks, no aircraft, but what the United Kingdom service members and civilian defence staff do at NATO's Allied Command Transformation (ACT) is no less important than any military operation, writes Lt Cdr Tania Price, based in Norfolk, Virginia, USA.

With Admiral Sir Mark Stanhope, Deputy Supreme Allied Commander Transformation as the most senior British officer, the UK staff at ACT (more than 60 men and women from all arms of the British military, and approximately 35 United Kingdom civilians) have the daunting task of focusing on delivering several key objectives at the NATO HQ, here at Norfolk, Virginia.

Prime among those objectives is to improve military effectiveness and interoperability, and to support Alliance operations.

Not an easy task, but then change – transformation – never is, and this is why ACT sees its primary role as a forcing agent for change.

NATO's military doctrine, concepts, capabilities and techniques, originally developed to counter the Warsaw Pact, are no longer appropriate for countering the new threats facing global peace and stability today.

At the NATO Prague Summit in 2002, the organisation recognised that trying to combat insurgents and terrorists with Cold War tools was a bit like fighting off mosquitoes with a sledgehammer.

Today, the 26-strong NATO nation alliance knows that it must be as agile as its enemies, and able to deploy and sustain forces wherever and whenever problems arise, if it is to provide the necessary global security and stability.

ACT's responsibility is to standardise and develop all of the alliance nations' forces so they can operate as a finely-tuned team, identifying more modern and appropriate tools for Alliance commanders and forcing through the changes necessary to enable member nations to modernise their equipment and training to meet the new challenges.

As one of the two strategic headquarters of NATO, ACT influences every current NATO operation and the planning for future operations.

They do this by compiling lessons learned from prior and ongoing operations, developing capabilities and strategies for field commanders, and experimenting



with emerging technology to stay ahead of potential adversaries.

The strategic command's goals are to forge NATO, through the NATO Response Force, into a force capable of making decisions faster than the enemy, observing the results of their decisions and redeploying their forces based on those observations.

In addition, this force must be able to deploy quickly to wherever it is needed and sustain operations there as long as is necessary.

The task of improving the effectiveness of the military arm of NATO cannot be completed without analysing all aspects of the operation.

ACT is continually conducting experiments, drafting doctrine and forcing implementation in fields ranging from counter-IED (improvised explosive device, or bomb) tactics to network-enabled decision-making at the strategic level.

Advances have also been made in logistics tracking, water purification and other support aspects of military operations.

The commanders of ongoing NATO operations are calling for the capabilities to be implemented in theatre now.

To help these forces operate at maximum effectiveness, ACT elements keep a continuous cycle of lessons learned from current operations and inputs provided to the commanders in the field.

They are also implementing training throughout Europe and in Iraq.

To continue providing current information and doctrine as well as looking to the future, ACT headquarters and its subordinate commands in Norway, Poland, Germany, Italy and Portugal, must be as agile and interoperable as its customers.

ACT members are conducting internal structural reviews to ensure that they reach and maintain maximum effectiveness,



● Nine of the 26 NATO nations' flags at the main entrance of NATO Headquarters Supreme Allied Commander Transformation in Norfolk, Virginia, with the UK flag prominent (above)

● Five representatives of the British workforce at the NATO Headquarters Supreme Allied Commander Transformation (right, from back): Kevin Mills (MOD), Wing Cdr Steve Johnstone (RAF), Lt Cdr Mick Dewsnap (RN), Lt Col Andy Page (Army) and Lt Col Rob Heatly (RM)



while working toward reaching full operational capability.

In short, ACT is working to transform the forces under NATO command, the member nations' military forces, and their own internal processes, both for current operations and for the future.

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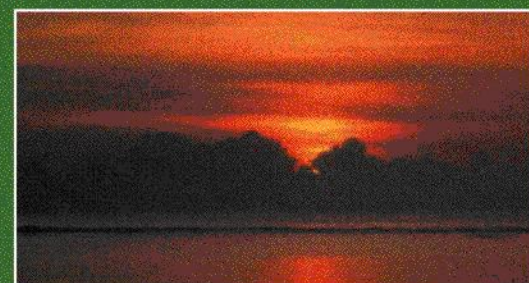
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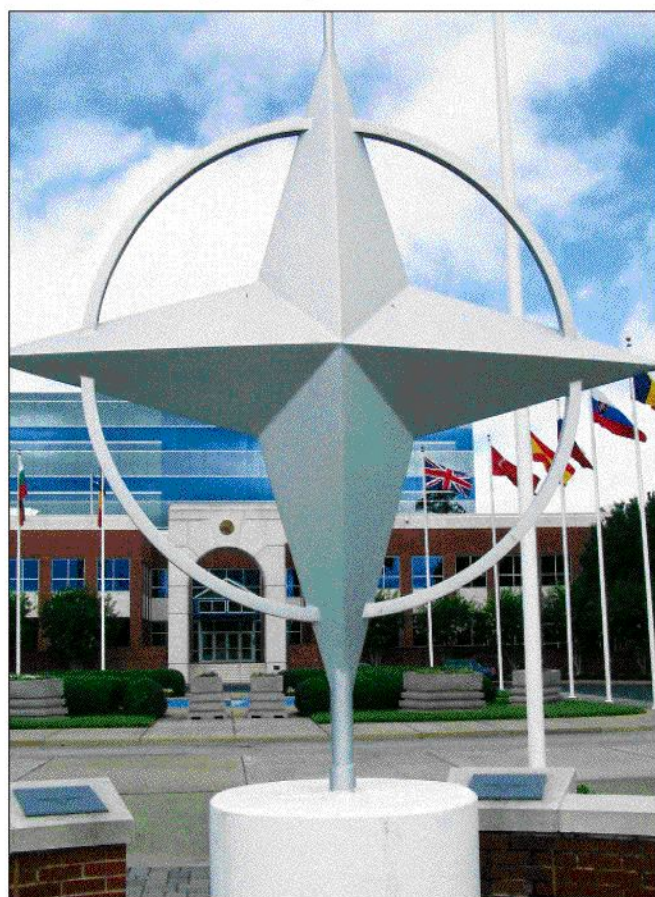
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● The NATO star outside the Headquarters at Supreme Allied Commander Transformation in Norfolk, Virginia



● Cradled in safe arms, evacuees are helped from HMS Gloucester on arrival at Cyprus
Picture: LA(Phot) Luis Holden

My family and I were evacuated from Lebanon on HMS Bulwark. Since then I have been telling everyone of the proficient, kind, helpful and affectionate approach by the Royal Navy crew, led by their captain. Your help will not be forgotten forever, and our thanks or gratitude are not enough. May God bless you all and save you from any danger and keep you safe for your families. I am proud to say I am a British citizen saved by the Royal Navy.



● The Navy and Royal Welch soldiers together at Cyprus as HMS Bulwark arrives
Picture: Cpl Nik Howe

THE UK Task Group was the first to arrive, as RN and RFA ships sped from different directions to gather in Lebanon.

First in theatre was HMS Gloucester, arriving within 17 hours from Suez. Initially the 'Fighting G' acted as the eyes and ears to report to the UK and prepare the ground for follow-on forces.

Close on her heels was HMS York, detached from her NATO deployment, followed by Bulwark from Barcelona, and St Albans and Fort Victoria from the Red Sea.

Illustrious turned away from Gibraltar, where she had been expecting to embark families for the passage home to Portsmouth, and covered 2,200 miles in under four days.

"I don't think any ship has ever crossed the Mediterranean faster," said Capt Bob Cooling, Lusty's CO and UK Task Group commander. "We were literally just shy of 30 knots all the way across."

The UK Task Group was used by all the participating nations as the co-ordinating agency for the evacuations. RAF helicopters flew into Beirut with troops from Cyprus to assist Embassy staff with evacuees.

"The air space was co-ordinated by the UK task group, the safe corridors into Beirut were co-ordinated by the UK task group, the berthing arrangements in Beirut harbour were co-ordinated by two Brits who we'd landed earlier on," explained Capt Cooling.

"All the handling of entitled personnel in Beirut was dealt with by British personnel. Some of them may have wished to get out quicker, but these were massive logistic challenges which could not have been dealt with overnight."

He added: "I truly believe that no nation could have got there more quickly, or dealt with it more professionally, than we did."

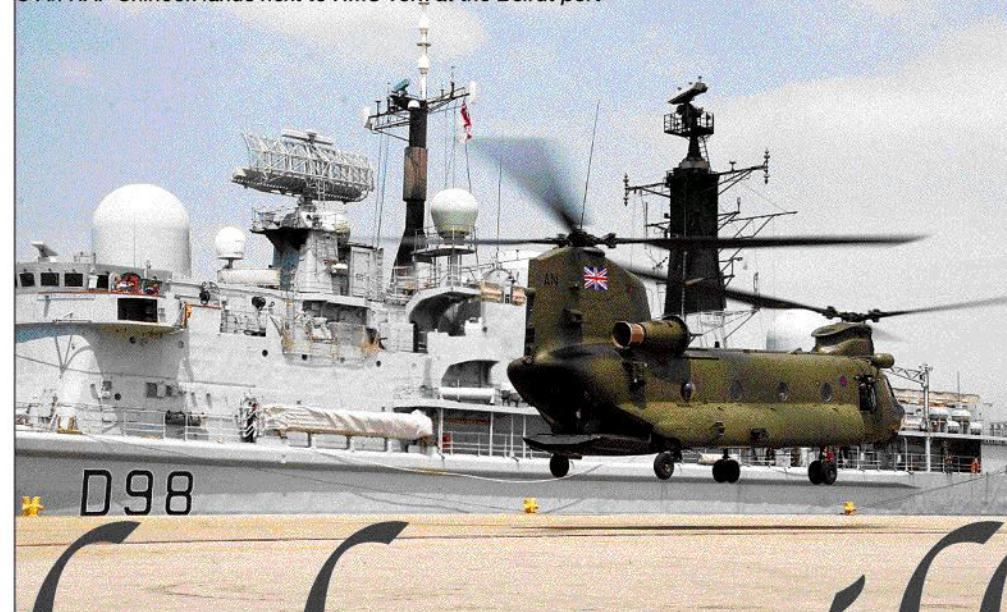
The task group was operating in highly dangerous conditions, with heavy air activity from both sides.

"The Lebanon was a war zone at the time, there were a lot of aircraft flying around and a lot of Israeli warships operating off the coast," said Cdr Mike Paterson, CO of HMS Gloucester.

"It was vital that we provided

● An RAF Chinook lands next to HMS York at the Beirut port

Picture: CPOWEA Beavis, HMS York



Your help will not be forgotten

"It all looked very apocalyptic." "It looked like the Underground during the Blitz." "We were at full action stations to defend ourselves."

"I am proud to say I am a British citizen saved by the Royal Navy." "May God bless you all and save you from any danger." "I thought I'm glad to be here, I'm glad to be part of this."

From despair to hope, these are some of the contrasting views of the evacuation of civilians from Lebanon. This is the inside story of Operation Highbrow.

information to our own task group and to the French and the Italian ships to enable us all to operate safely."

Four days before, Hezbollah had attacked and nearly sunk an Israeli corvette, and had sunk a Turkish merchant vessel.

"We were expecting more missiles to be fired at ships by Hezbollah, because there was a very substantial Israeli naval presence there and they had a 50-50 chance of hitting an Israeli ship, or one of the British or Italians and French," said Capt Cooling.

"We had to be prepared to defend ourselves throughout. As it turned out, Hezbollah didn't then fire another missile. But whenever we were within 60 miles of the coast, we were at the highest possible state of alert."

He added: "But our ships are fantastically defended. There is no way a missile could have left the beach without us detecting it."

"We also had the best air surveillance anywhere in the world, courtesy of Illustrious, with her Sea King airborne surveillance helicopter. And Gloucester and Illustrious had been operating together for four months, so we were well-practised."

The windows of opportunity allowed by the Israelis for ships to embark passengers and leave were timed to the minute, with no flexibility.

Cdr Paterson said: "As we were leaving on our second run, a bombing raid started when we were just 100 yards off the jetty."

"After the ship was loaded 21 Israeli aircraft gathered overhead – we were at full action stations to defend ourselves."

While the destroyer came alongside in the port HMS Illustrious stayed anchored off, and the RAF Chinooks ferried just over 100 people out to the carrier.

"When the people arrived they were tired, scared and didn't know what to do," said Std Zoe King.

Std Nisi Tupou added: "They were so appreciative. Very grateful that we were there to help out. I thought I'm glad I'm here. I'm glad to be part of this."

PO Hoagie Carmichael agreed: "Any initial disappointments at the delay home were quickly allayed once we got there and got amongst it."

With Illustrious serving as the command and control platform

for the entire group, everyone on board was caught up in the action of Operation Highbrow.

"We'd trained for it, exercised for it and planned for it," said Lt Darren Gosling, "and it worked straight away."

RFA Fort Victoria was in the northern Indian Ocean when she received the order to hot foot to the Lebanon while her crew readied the ship for two evacuation missions.

"It looked like the Underground during the Blitz," said CO Capt Bill Walworth. "We had a 120-metre-long space running through the middle of the ship set up with beds and feeding stations."

Although not directly involved with the evacuation, Fort Vic kept the rest of the fleet topped up with fuel during their shuttle missions between Beirut and Cyprus – and provided vital bedding, cookers, tents and other disaster relief kit to aid the Highbrow operation.

"The lads were disappointed that they didn't put everything into operation, but we were there, we were ready, and we were useful."

Operation Highbrow drew in some 100 personnel from the Commando Helicopter Force who headed out to Cyprus.

Six Sea Kings from 845 and 846 Naval Air Squadrons set off from RNAS Yeovilton to make the three-day, 1,800-mile journey to Cyprus, with a total of more than 20 hours flying. "An impressive feat of engineering at short

notice," 846's Lt Logie Baird drily commented.

The Sea Kings flew evacuees back to Cyprus, however their main tasking has been keeping an air-bridge running between Beirut and Cyprus, running embassy staff and advisers out of the country for meetings with the UN and other organisations.

All of the ships involved had their return date to the UK or leave plans changed, causing upheaval in family life. Words of praise and thanks have been directed to the families affected by commanding officers and ship's companies.

The Royal Navy has had a mass of e-mails and letters of thanks from those involved since Operation Highbrow.

"It's hard for people to e-mail a ship because of our security, but people have been quite determined to write and thank us, and one man was so grateful he even wrote to the PM – whose office forwarded the letter to us," said Capt Cooling.

He added: "These people were very frightened, very stressed and very disorientated when they came on board, and they needed a lot of TLC."

"But it was remarkable how quickly they cheered up when they heard a British voice and saw a British smile. The sailors enjoyed looking after the guests, especially the young guests. They all turn to putty when they see a baby. Sailors and babies – you can't keep them apart."



● PO Sullivan and LS Lunn carry a child in to HMS York at Beirut
Picture: CPOWEA Beavis, HMS York

SAILORS in the Fighting G had watched events unfolding in Lebanon on the ship's satellite television. By mid-July the buzz in the ship was that they would be turning right instead of left at Suez.

"We had our first call on 14 July – the ship's company had all followed the TV news on Sky and BBC and the ship was buzzing with it," said Commanding Officer Cdr Mike Paterson.

"We had expected to be home on 21 July, but far from being disappointed, there was a real sense of excitement. The boys were up for it."

Gloucester was the first Royal Navy ship to berth in Beirut, parts of which were under Israeli air attack as she approached the port.

The Fighting G made three successive voyages between Lebanon and Cyprus, taking 766 people to safety. At the end of the operation the destroyer was the last RN ship to leave, carrying soldiers who had been helping the evacuation.

For three days, the sailors gave up their beds for the evacuees, sleeping in passageways and helping to look after the babies and children.

"The way our sailors worked speaks volumes for the quality of our people. Anyone who has any doubts about the calibre of young people today should have been here to see it," said Cdr Paterson.

One mother from Brighton came on board with her triplets, forming an immediate bond with Cdr Paterson, whose wife Anne gave birth to triplets two weeks before the ship deployed.

"I spent quite a bit of time with them – they were the same age as mine, and not having seen my three since they were two weeks old, it gave me good practice," he said.

While sailors took it in turns to help feed the babies and entertain the children, chefs in the galley were busy baking – they turned out a total of 2,500 baguettes to feed the passengers.

"It was hard work, especially as we didn't get much sleep, but worth it to see the happiness on peoples' faces," said LCH 'Juke' Keene.



● **Evacuees' luggage is loaded on to HMS Gloucester**

He added: "After 20 years in the Navy it was my first experience of anything like this, and it was hard work, but a very worthwhile cause."

CH Carl Gage walked around the ship giving tea, coffee and bars of chocolate to the passengers. "We were heating milk in the microwave and looking after babies and pregnant women, so it was quite a change from the normal routine," he said.

HMS York, sister destroyer to HMS Gloucester, also made three runs alongside at Beirut, carrying more than 600 people away to the safety of Cyprus.

The crew from York had been set up to meet with family at their next port, so the delay caused some mixed emotions on board, but there were no doubts that they were needed.

MEM Joy Green said: "This has been a good experience, and we have finally put into practice all the training we have done. I am pleased to be part of this operation to help people that really need it."

"The ship is buzzing and the morale is really high. It is fantastic to see the results of a lot of hard work."

The rescue operation brought up an odd coincidence when HMS York embarked a welder from Swan-Hunter shipbuilders on the Tyne, who had been part of the destroyer's construction team

20 years earlier.

CPO Bert Weedon, York's current shipwright, said: "He never thought he'd see his handiwork in quite this way – but was glad to be back onboard."

Assault ship HMS Bulwark bore the brunt of the evacuees, taking 1,300 through the Israeli blockade, including more than 300 children.

Mess-decks, storerooms and cabins were turned into dormitories for the ship's unusual visitors, with the crew offering support whether food, drink or comfort throughout the 12-hour journey to Cyprus.

Commanding officer Capt Clive Johnstone said: "The sailors and marines on board have thrown every ounce of energy and enthusiasm into this operation, and it is very humbling to receive such effusive gratitude from evacuees who have had such a traumatic time."

LWtr Jane Lawley added: "We had a very busy seven months, especially with the evacuation from Beirut to Cyprus. We were initially very disappointed not to be coming home on July 21, but we got such positive feedback from the evacuees that it made the whole thing worthwhile."

"We fed them, made families comfortable and kept them together throughout the ship – which made it very chaotic. Everywhere you went there was somebody

sleeping in the ship. We squeezed people in wherever we could."

Father and son RPO Jan Cahill and OM Ashley Cahill worked together on the evacuation. Dad said: "It was one of the best moments of my 22 years in the Navy."

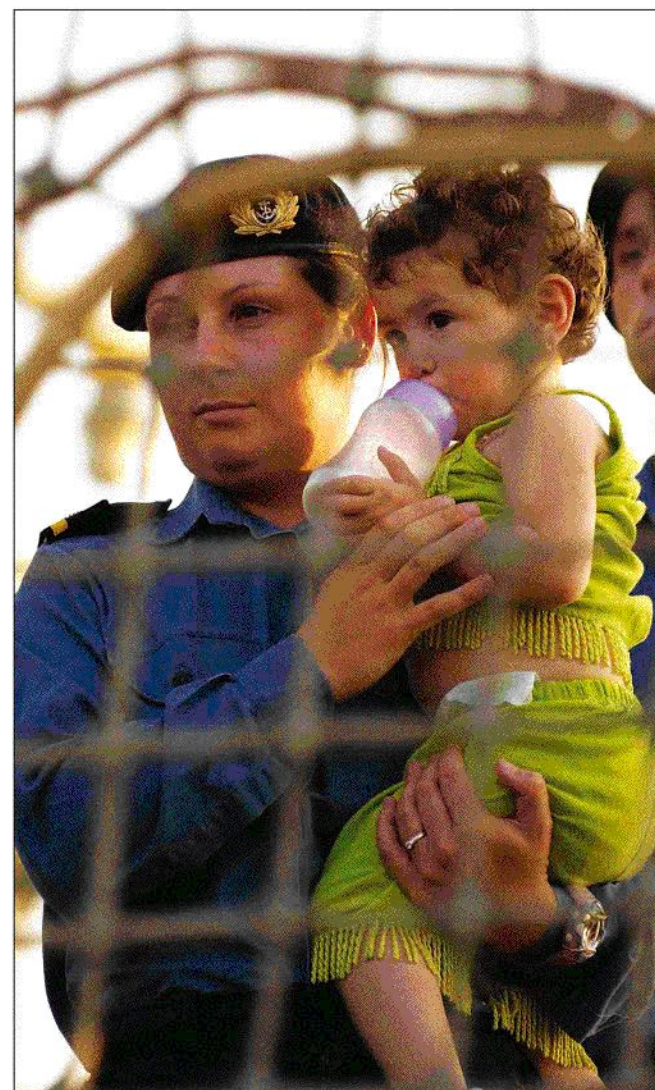
Eighteen-year-old Ashley said: "This will possibly be the biggest thing I will ever do. And to have done it in only my first year since Raleigh and in my first ship is amazing."

HMS St Albans crammed 243 people into the frigate's hull, but careful planning in advance meant that all guests were provided with relative comfort – although the ship did nickname the mission Operation Sardinecan.

Lt Cdr John Palmer, the Type 23's WEO, said: "The point that we left the harbour, you could see that people were visibly relieved."

"The children were, as ever, completely unfazed and just wanted to play. A lot of the sailors designated to host turned into children's entertainers – and the blackboard in the junior rates' dining hall proved particularly popular."

In addition to the Navy's ships, the Greek ferry mv Alkione, commissioned by the British government, made two trips into the port of Beirut carrying away over 1,000 people.



● **At Beirut Port a child is comforted in the secure haven of HMS Gloucester**

Picture: CPOWEA Beavis, HMS York

*I was on board HMS Bulwark fleeing Beirut. Let me thank and congratulate you for the **SUCCESS** you have achieved in evacuating us with such professional teams who treated every person on board as a member of their family from the moment you received us until the moment we landed in Cyprus. You are certainly **second to none**. May God protect you all.*

I was evacuated from Lebanon on board HMS York. I would just like to say a massive thank you to every member on board. The crew was absolutely excellent. I have never seen such exceptional organisation and courtesy. Thank you, Royal Navy, for making the best out of the worst for so many of us forced to leave our homes and loved ones behind.



● **In the twilight of Beirut, men, women and children wait to board HMS Gloucester**

My eight-month-old son was stuck in Lebanon. The Royal Navy allowed me to travel from Cyprus in HMS York, transfer by helicopter to HMS Bulwark and arrive in Beirut to pick up my son and to then be evacuated with other individuals. Everyone I met was professional, concerned and helpful. The logistics behind the operation was awesome. We have our son safely back in the UK. We cannot thank the Royal Navy enough for not just what they did to help us but the way that they did it.

Not making a drama out of a crisis

AS BOMBS fell and the sky crackled with foreboding, a team from the Joint Force Headquarters, led by the Royal Navy's Cdr Bob Fancy, were inserted into Beirut by an RAF Chinook helicopter on July 16.

"From a Naval officer's point of view it was pretty exciting stuff really, arriving in combat uniforms with guns and all the rest of it – because we weren't sure what we needed to be prepared for.

"We arrived in Chinook helicopters, and the city was under attack and being bombed at the time. It all looked very apocalyptic."

Cdr Fancy works for the

Commander Joint Force Operations and at four hours notice he can deploy anywhere in the world to lead a joint team of Army, Navy and Air Force specialists from Joint Forces HQ.

Along with his team of seven as soon as his feet touched the ground, two priorities came to the fore – planning the mass evacuation of British citizens from the war-ravaged Lebanon with the British embassy, and getting information back to the Permanent Joint Headquarters in Northwood about what was happening on the ground.

"Within 12 hours we were putting the first people into an RAF Chinook from 27 Squadron. Another 30 people went out six hours later.

"That first day we had two

Chinooks. The very next day we brought the first ship in which was HMS Gloucester, and she evacuated 163 people.

"On July 19 and 20 we really ramped up big numbers, that culminated on July 20 when HMS Bulwark extracted 1,300 people."

The seemingly slow start drew some negative attention in the early days, but as Cdr Fancy said: "What we had done was deliberately slow the pace down to make sure we had an efficient system in place to process people.

"In the end, the majority of our operation was complete within five days. We shifted just over 5,000 people. Some of the other embassies were still evacuating

days later.

"We came in for criticism for not doing something straight away, but it gave us breathing space to really put together a decent plan."

In total just over 5,000 people were evacuated through the British system, of which 2,600 were British citizens, with the rest coming from some 30 different nationalities as diverse as American through to Yemeni.

The Naval commander praised the calm and reserve of the people who were evacuated. "They were grateful and hopefully they went away fairly proud of the Armed Forces.

"By the time Bulwark came in, you could see happy smiling faces just relieved to see the warships coming in.

"This was a scary thing they had to go through, as they weren't really sure they were going to get out. They knew they were entitled, but they had to be processed – and everyone is frightened of bureaucracy.

"But the system was set up and fairly slick. There was a massive sense of relief that they were on their way."

The sight of the Navy's grey ships appearing was enough to brighten the heart of even a seasoned Naval man: "As I stood there watching on the jetty, I thought: 'We're bloody good at this'.

"The ships were very impressive. I felt a real moment of pride to be part of it. I have to say the whole operation was quite Navy heavy and it was a complete fluke that I happened to be on four-hour call to move on the Friday. If it had been Monday it would have been somebody from the Army."

The commander makes it clear that the success of the evacuation was down to all involved.

RAF Chinooks flew evacuees to the ships and beyond, the Army's Spearhead Lead Element provided the security at the evacuation centre, Foreign and Commonwealth Office staff processed evacuees.

"We were at the sharp end doing the dirty work on the ground here, with headquarters back in Cyprus.

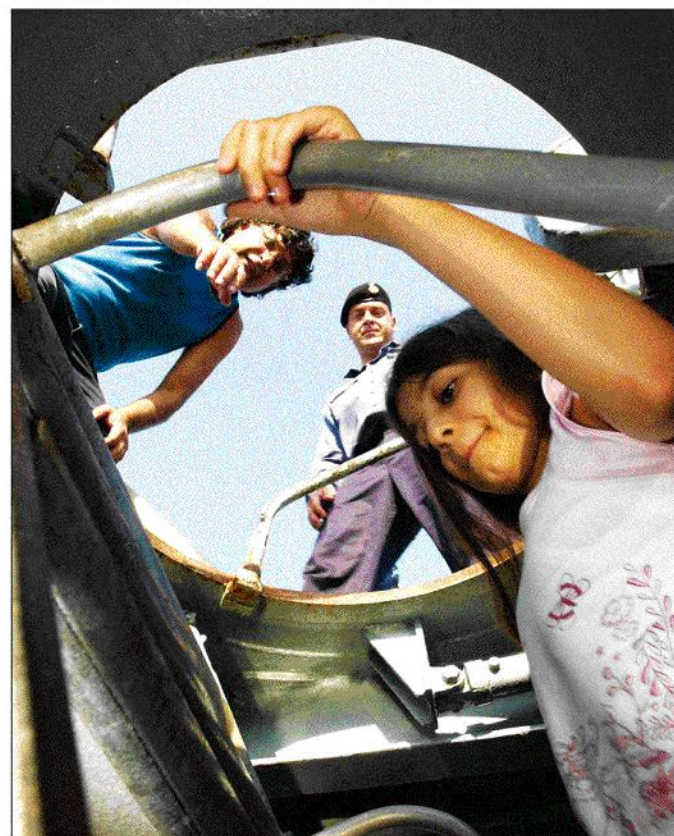
"Cyprus had an integral part to play, having to receive the aircraft back and having the Joint Force HQ set up on their territory.

"The integration with the FCO staff in the embassy was very impressive. They welcomed the military presence and what it brought.

"As a joint operation with all three services involved I think it worked really well. Everyone worked extremely hard, very long hours because they were focused on the fact that they were here to evacuate fellow Brits."

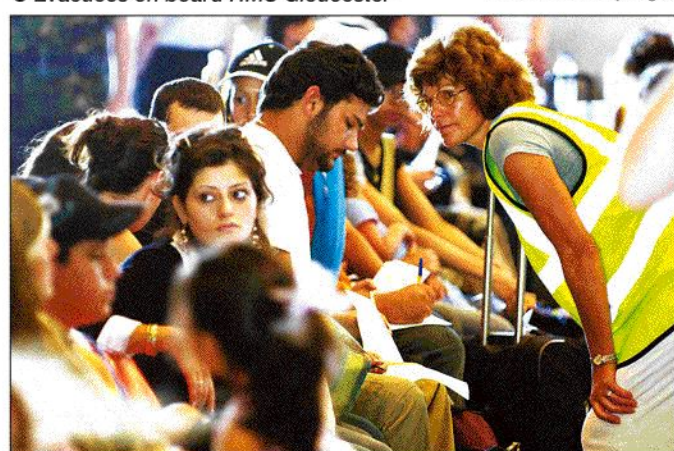


● A Navy Sea King arrives at the Port of Beirut



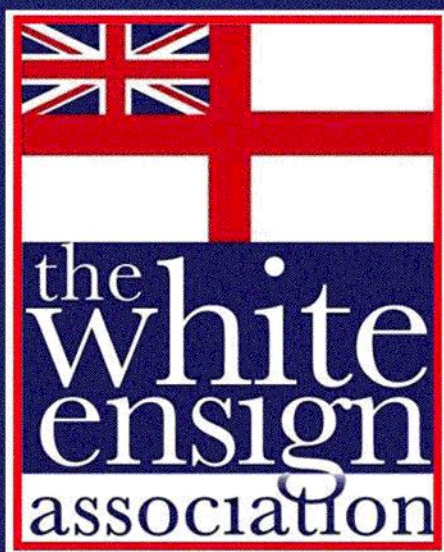
● Evacuees on board HMS Gloucester

Picture: SAC Tony Rogers



● Volunteers help evacuees at the Limassol centre on Cyprus

Picture: Cpl Nik Howe



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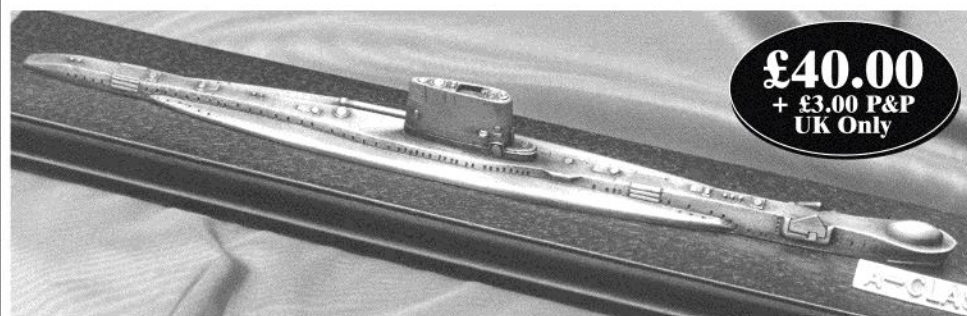
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Daring by name, daring by nature

MY FIRST sight of the new HMS Daring literally stopped me in my tracks. So much so, that the person behind bumped into me.

I had seen photographs of her, of course, but now, as I entered the massive BAE Systems shed at Scotstoun, Glasgow for her launch on February 1 2006, I actually saw her for the first time.

She was huge! A vast cliff of steel looming above me. Far bigger than I had expected – so big, indeed, that ‘destroyer’ did not really seem an appropriate word to describe her.

That view was shared by veterans from the 1949 Daring. After the massive hull had slid majestically into the water (just missing the opposite bank) to the accompaniment of shrill cheers from the hundreds of local schoolchildren who had been allowed to watch from front-row seats, I met up with some old Darings at the post-launch party and we talked about the many differences between their ship and the new vessel. “That’s not a destroyer,” one of them said to me, “that’s a ruddy cruiser!”

Where did that term ‘destroyer’ come from? To find out, we have to go back to 1892. A new and energetic young admiral had just been appointed to the Admiralty Board as Controller of the Navy, in charge of ship construction. He was most concerned about some new fast, 20-knot torpedo boats, armed with two 3-pounder guns, that the French (then still seen as

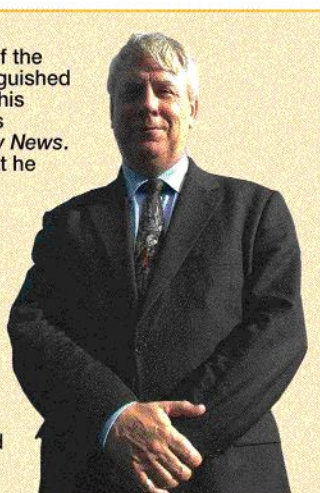
THE newly-appointed Director of the Royal Naval Museum and distinguished naval historian **Dr Colin White** this month begins a series of articles specially commissioned by Navy News.

In them, he will reflect on what he calls ‘a golden thread of naval history’.

He will examine the extraordinary richness and diversity of the maritime heritage on which the Royal Navy can call for inspiration.

There is more to the Senior Service than ‘just’ Nelson and Trafalgar.

“We have so many stories to tell from the defeat of the Armada through the Warrior and Dreadnought to the Falklands and Gulf conflicts,” he says.



a likely enemy!) were building. So he ordered the British shipyards to come up with a counter to them.

He wanted a small ship, of about 300 tons, that could reach 27 knots and carry a 12-pounder gun – so it could both out-steam and outrange the French vessels.

Three ship building firms, Thornycroft, Yarrow and Laird each built two of the experimental vessels – one of which, as it happens, was called Daring – and they were carefully tried out. They were very successful, and were clearly such a completely new class of vessel, that a new term was needed for them.

The admiral who ordered them, had a brilliant way with words. “They are meant to destroy the French torpedo boats,” he said ag-

gressively, “so they must be called destroyers!”

So, on 8 August 1892, the new term was used in an official document for the first time. The line of descent that began that day can be traced through countless classes of the new type that served with distinction throughout the twentieth century, right down to the newest of the type now fitting out on the Clyde.

And the name of the admiral who started this particular thread? It was Jackie Fisher.

Note Fisher’s two simple requirements for the new vessels: they had to be fast and heavily gunned. Does that sound familiar? It should do, for this year we are celebrating the centenary of another of Fisher’s special creations



● Still Daring... The first Type 45 destroyer, HMS Daring, takes shape at BAE Systems' Scotstoun yard

Picture: BAE Systems

– the fast, all-big-gun battleship, Dreadnought. She was launched, with great pomp and ceremony by King Edward VIII, in the Royal Dockyard at Portsmouth in 1906.

And, like the Daring and her sisters of 1892, she was so different to her predecessors that a new term had to be invented to describe her, and her successors. Thereafter, battleships were usually referred to as ‘dreadnoughts’.

Of course, the new Daring had a royal launch too. The Countess of Wessex performed the traditional naming ceremony and smashed the bottle of champagne across Daring’s bows. And, as she did so, she was continuing another thread in the Daring’s story – this time a royal one.

In 1934, the fifth Daring (another destroyer) was commanded by Capt Lord Louis Mountbatten.

Nowadays, Mountbatten is probably best remembered as a prominent member of the post-war Royal Family. But of course, he also had a most distinguished war record, first as a destroyer captain and later as an expert in combined operations.

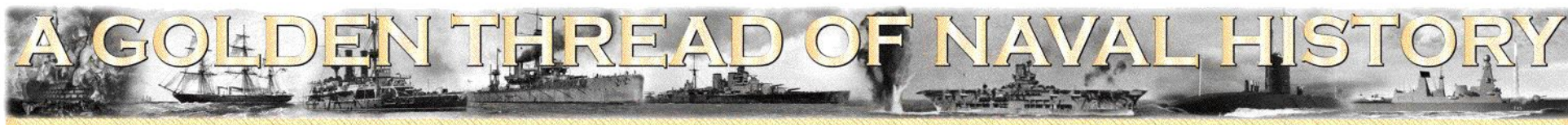
It is clear that his time in destroyers was one of the happiest periods in his life. He once wrote: “It is surely the destroyers which have inspired the greatest affection and undying devotion from those who served in them.”

But Mountbatten had one problem with his fine new command. Daring is a resounding name but, surprisingly, there are no battle honours attached to it. Mountbatten normally liked to give a speech at the start of each new commission, reminding his ship’s company of their splendid heritage, but

with Daring he could not do this. However, being Mountbatten, he soon found a way out of the problem: ‘Daring by name, and daring by nature – that’s us!’ he told his men.

So the golden thread begun in 1892 with Jackie Fisher and his ‘destroyers’ weaves its way, via Mountbatten and the 1932 Daring, to link up with the latest splendid-looking bearer of the name. Not forgetting of course, the 1949 destroyer whose veterans were there in Scotstoun to help the excited schoolchildren celebrate the new ship’s launch... even if the sailors did think that she is really a ‘ruddy cruiser’!

■ Dr White’s next article ‘Police-men of the World’ in December will look at the 19th-century Navy’s role in the tackling the trans-Atlantic trade in slaves.



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Family link to golden age of ocean travel

ONE of the officers on board HMS Tireless had a particular interest in the nuclear boat's visit to Southampton.

Not only was Deputy Weapon Engineer Officer Lt Mike Samwell born in Southampton, but his ancestors had a part to play in the golden age of the transatlantic liners which sailed from the South Coast port.

"My great grandfather, Capt Edwin Stuart, was Staff Captain of the original Queen Mary before the war," said Lt Samwell.

"He was born in America but joined the Merchant Marine when he came here and he joined Cunard.

"He was also a Royal Naval Reservist and was on the battle staff at Anzio."

The mighty liner, displacing more than 80,000 tons, is still in service today, having been converted to an entertainment and leisure complex at Long Beach, California, in the late 1960s.

Capt Stuart was also Staff Officer on the first Atlantic troopship crossing of World War 2 by the Queen Mary's sister ship, Queen Elizabeth. Both liners spent the war transferring troops, initially from Australia and later across the Atlantic.

But it was not his civilian forebear on his father's side who sparked an interest in the Royal Navy, rather his grandfather, a Petty Officer (Radar) in submarines who left the Service in 1955.

"He had good stories," said Lt Samwell. "He joined just at the end of the war and operated out of Malta."

"He was a big influence on me joining the Royal Navy."

Tireless cruises into luxury liner terminal

HMS TIRELESS has paid a visit to the city of Southampton – the first time a nuclear submarine has called in to the busy commercial port since emergency plans were revamped under new regulations.

The T-boat, under the command of Cdr Iain Breckenridge, has just completed a major maintenance and upgrade programme at Devonport Naval Base.

And her five-day visit allowed a wide range of civilians involved in emergency planning to see exactly what they have been dealing with.

There has also been a spin-off for Southampton City Council, whose nuclear emergency response plan is now a benchmark for other authorities to aim for.

Southampton, in common with other major ports, has a Z-berth, designated for use of nuclear vessels.

Until 2001 emergency planning for such visits was the responsibility of the MOD, but the City Council now has that role, and this February saw the first outing for the SotonSafe plan.

The exercise was predominantly simulated, with Royal Navy experts scripting a testing scenario, though some elements, such as the distribution of iodine tablets,



● HMS Tireless at her berth in Southampton, usually used by luxury cruise ships

were carried out in full.

The 5,200-ton boat berthed at Berth 38/39, a jetty more used to dealing with the opulence of the luxurious Cunard liners Queen Elizabeth 2 and Queen Mary 2.

And although the berth is a fair distance from the city centre,

there were plenty of visitors who were keen to take up the rare opportunity to sample life inside a submarine, many being from the 250 workers from 14 agencies who took part in the SotonSafe exercise – the largest of its type staged by the city in peacetime.

The submarine is continuing with a programme of trials and training, including anti-submarine warfare work with another British boat and noise-ranging off Scotland.

Tireless is due to return to full operational readiness this autumn.



Squadron gets badge 66 years on

A SQUADRON first formed more than 60 years ago finally has an official badge and motto.

760 Engineering Training Squadron (ETS) is part of the RN Air Engineering and Survival Equipment School at HMS Sultan in Gosport.

The unit consolidates training and prepares students for the Fleet, using five Sea King helicopters and a purpose-built hangar and classrooms, with the emphasis on roleplay and realistic scenarios rather than classroom lectures.

Supervisory and maintenance practices are taught to members of Artificer and Leading Hand courses, and once a year there is a lively introduction to squadron life, routines, personnel and post-crash management.

A lack of official insignia was discovered as the tenth anniversary of the squadron's move to Sultan loomed, and PO Steve Rolfe delved into the squadron's history to come up with a winning design in a contest for a new badge.

Lt Simon Peck, 760's Air Engineering Officer, said the crest – officially unveiled by Second Sea Lord Vice Admiral Adrian Johns – encapsulates the squadron's past and present.

"The Griffin represents strength in the air, and is also a symbol of knowledge and intelligence; this reflects 760's history as a training squadron," he said.

"This theme is mirrored by the squadron's motto: *Scientia Ducimus, with knowledge we lead.*"

760 NAS formed up at Eastleigh on April 1 1940 as Fleet Fighter Pool No 1, equipped with Skuas, Rocs and a Sea Gladiator.

As a training unit, 760 Squadron in its various guises boasted Sea Hurricanes, Masters and Corsairs as it underwent rapid changes throughout the war period.

Disbandments in December 1942, November 1944 and January 1946 straddled re-formations in May 1944 and April 1945, and the unit saw service at Yeovilton, Inskip, Zeals and Le-on-Solent.

It was not until 1989 that an idea by CPOs Nichols and Salmon of the HMS Daedalus Air Engineering School resulted in the setting up of the 760 ETS Simulator, an early version of today's unit.



Thousands flock to fair at Caledonia

ALTHOUGH poor weather prevented visitor numbers breaking through the five-figure barrier, the Caledonia Fair still managed to raise more than £14,000 for local charities.

Organisers of the Rosyth event said more than 8,000 people came in to watch displays by all three Services and their cadets, bands, parachutists, a motorcycle display team, field gunners and police dogs.

There was equipment from all three Services on show, some as static displays for visitors to scramble over.

A spokesman for the Fair organisers said: "It was a fantastic day and it was obvious to all who attended how much time and effort went into making it a great day for all the family."

Preparations for the next Fair, planned for 2008, are already under way.

● A pipe band entertains visitors at HMS Caledonia's Fair

Picture: LA(Phot) Tel Boughton (FRPU(N))



● You have to park a Sea Harrier somewhere, so a depot in West Bromwich is as good as anywhere else. This fighter – minus engine, weapons and ejector seat, but with pilot's name (Capt R.J. Fenwick) still painted below the canopy – was given to Keltruck by the MOD as part-payment for a truck. Now deemed surplus to requirements – it takes up too much room – the plane was put up for auction on eBay, fetching £65,512.34. Postage is not included, and Keltruck say they would be happy to sell a truck to the new owner, from Aberdeen, to take it away...

Picture: PO(Phot) Amanda Reynolds (DCAE Cosford)

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Leading Hand James Bentley, Newcastle

Frigate strikes out to rescue

Uniform approach welcomed

HMS VICTORY has taken delivery of a replica dress uniform as worn by Nelson, thanks to the generosity of an American enthusiast.

Patrick Taylor, who founded the Taylor Energy Company, accrued an extensive collection of Nelson memorabilia which now adorns the company HQ in New Orleans.

He already had one specially-made dress uniform, and commissioned a second to be given to the Royal Navy, but died before he could make the presentation.

The uniform, which was on display in Victory's Great Cabin during Trafalgar 200, was officially presented to the ship by Patrick's widow, Mrs Phyllis Taylor.

During the presentation, at a lunch on board Victory attended by Second Sea Lord Vice Admiral Adrian Johns and Victory's CO, Lt Cdr John Scivier, Mrs Taylor was given life membership of the Friends of the Royal Naval Museum and HMS Victory, and a piece of stone from Nelson's Column to add to the collection.

The hand-made uniform includes gold medals and diamonds in the hat decoration.



● Welcome to Chatham: a member of the Princess of Wales Royal Regiment is welcomed on board for Exercise Purple Strike



● Going shoreside: Troops clamber into a landing craft during the exercise



● Fond farewell: Soldiers prepare to go ashore during Exercise Purple Strike

HMS CHATHAM has been exercising with troops in the Falklands – and managed to help out in a high seas rescue as well.

The Type 22 frigate joined Falkland Islands guardship HMS Dumbarton Castle for Purple Strike, a joint exercise run every six months to test the deterrent force in the South Atlantic community.

The two ships carried almost 90 members of the 'roulement infantry company' – currently the Princess of Wales Royal Regiment – from East to West Falkland overnight, then put them ashore.

The following day, while the soldiers carried out mock attacks, Chatham fired 120 rounds from her 4.5in gun in support.

After the exercise the troops were airlifted out by Chinook while Chatham and Dumbarton Castle exercised at sea.

Lt Andy Ball, of HMS Chatham, said: "This exercise has clearly demonstrated the capability of the forces in the Falklands."

"Having 68 infantrymen on board HMS Chatham and a further 18 in Dumbarton Castle has allowed the ships' companies to gain an understanding of how the other forces work and some of the issues they face."

"Similarly it has allowed the Army to see what we can offer in terms of support, both logistically and operationally."

More recently Chatham was called on to help a fisherman who damaged a hand.

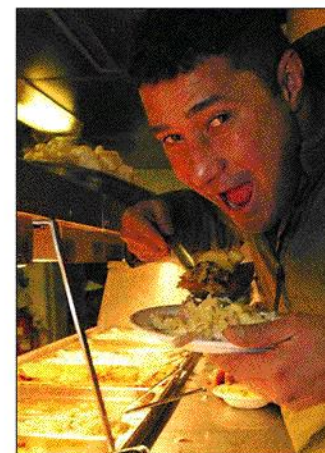
Spanish fishing vessel Playa de Arnales, 200 miles north of the Falklands, sent out an emergency call after a crewman slashed his hand, almost severing two fingers.

With the RAF search and rescue helicopter unable to help, Chatham sailed through the night to rendezvous with the boat.

Ship's doctor Surg Lt David Longmore was winched from Chatham's Lynx on to the fishing boat, and having stabilised the patient they were taken back to Chatham and the ship headed back to the Falklands, where the fisherman was transferred ashore.

Chatham's CO, Capt James Morse, said: "This is a classic case where the capabilities of the Royal Navy could be used to assist the wider seafaring community."

The frigate is due back in the UK in November.



● Happy eater: the food on board HMS Chatham wins Army approval



● Paying their respects: from left, Ken Clark, Lt Cdr Robert Philpott (ret'd), Capt Nick Butler, Percy Price and Cdr Keith Evans (ret'd)

Veterans seek closer rapport

ROYAL Navy veterans have made an emotional pilgrimage to France to pay their respects to the victims of a naval action which still sparks controversy.

With the fall of France in June 1940 the British Government feared that French warships could fall into the hands of the Germans and be used against the Allies, potentially tipping the balance of power.

A Royal Navy force, under Vice Admiral Sir James Somerville in HMS Hood, was sent to Algeria, where the greatest concentration of French ships had gathered in Mers-el-Kebir and Oran, and an ultimatum was issued – either put your ships beyond the reach of the Nazis or they will be sunk.

Although options were given – such as sailing them across the Atlantic – the negotiations stalled and Somerville felt obliged to attack.

In the ensuing actions, almost 1,300 French sailors were killed, causing much hatred of the British in Vichy France and something of a propaganda coup for the Germans.

But the action proved Britain's determination to fight on, a message picked up by the Americans.

On July 3, 66 years after Operation Catapult, a

delegation from the HMS Hood Association, led by vice chairman Cdr Keith Evans (ret'd), attended a service of commemoration at Brest.

Cdr Evans, who laid a wreath and delivered speeches, was joined by the British Ambassador to France, Sir John Holmes, and the British Naval Attaché, Capt Nick Butler.

Also attending were 300 relatives and friends of victims, including the vice president of the Mers-el-Kebir victims association, Hervé Grall, who hosted the Hood group, and whose father died in the action.

"In my speech I referred to the welcome I had always received from local people on many visits to France over some 65 years, and to Operation Catapult," said Cdr Evans.

"In expressing the deepest sympathy for the relatives and friends of those who lost their lives on that sad day 66 years ago, I hoped for a closer rapport between our two associations in the years ahead."

Later the group visited a monument to all French sailors who died in the war – five Free Frenchmen were lost with the Hood when she was sunk by the Bismarck in May 1941.



● Lt Talan Skeels-Piggins competes in the British Army Alpine Divisional Ski Championships this year

Landmark ruling for disabled Reservist

A DISABLED man has won a landmark ruling by being allowed to remain in the Royal Naval Reserve despite being paralysed from the chest down in a road crash three years ago.

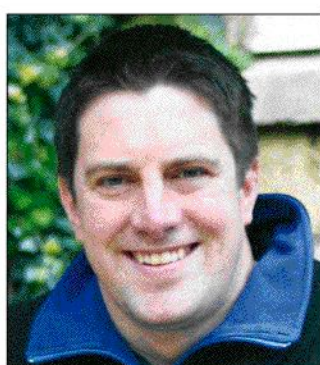
Lt Talan Skeels-Piggins had served six years as a Royal Navy fighter controller before leaving the Service to travel then take up a career in teaching.

He joined the Bristol RNR unit, HMS Flying Fox, in November 2002, but four months later "things went a bit wrong for me," he recalls.

He had been heading for a rugby match on his motorbike when he lost control of it, sliding across the road. Oncoming traffic ran over him.

He broke his neck, back and some ribs, suffered internal bleeding and a collapsed lung – doctors initially gave him a 30 per cent chance of survival, let alone recovery.

"I was told I'd be in hospital for



● Lt Talan Skeels-Piggins

18 months to two years, but I was out in six months," he said.

He settled into a flat in Bath and started to get his life back together.

He was soon competing in various sports – skiing, wheelchair road races and sailing among them – and in skiing has gained

a world ranking of 66 – he aims to compete in the 2010 Winter Paralympics.

"Once I was strong enough to be able to start work I felt I could also fulfil a role in the RNR, so I turned up at Flying Fox and said 'Hello, can I still work here?'"

There was some initial confusion – a matelot in a wheelchair is not a common sight by any means – but with support from the Flag Officer Maritime Reserves, Rear Admiral Philip Wilcocks, Talan passed his medical board and, as well as working at Bath University Sports Village as a disability sports co-ordinator, he can now undertake a range of duties as an RNR officer.

There are caveats to his service, but he could still be deployed to a major establishment abroad if the need arose.

Lt Skeels-Piggins said: "I am delighted by the ruling, and hope that this sets a positive precedent for the service and its personnel."

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HMS Warrior 1860, HM Naval Base, Portsmouth, PO1 3QX

Telephone: 02392 778604

specialevents@hmswarrior.org www.hmswarrior.org



Lancaster lads get grubby



● All dressed up... (left to right) Adam Broadway, WO Dave Swann, PO 'Scouse' Hunt, WO Peet, CPO Rob Ditchfield, WO Hawkes, MEM Williams, MEM Ellerington, MEM Thomson and (kneeling) MEM Taylor

From this...



● CPO Rob Ditchfield looks delighted to get down and dirty in the mud bath

...to this



● Where's the washing machine? CPO Ditchfield, MEM Thomson, PO Hunt, MEM Williams, Adam Broadway, (front row) MEM Ellerington, WO Swann, MEM Taylor, WO Hawkes

IT was 'mud, glorious mud' for ten sailors from Type 23 HMS Lancaster who took part in the 'Nettle Warrior Tough Guy Challenge' to raise money for charity Cancer Care.

Now, the lads may have started their run wearing traditional white tropical Naval uniform and caps. But the 14-km cross-country obstacle course ensured that their uniforms didn't stay white for long...

Up and over climbing frames, through thick mud, into freezing water, yet CPO(MEM) 'Rob' Ditchfield described the event as "The most fun you can have with your clothes on."

He added: "We have had a great day and we are really pleased to have raised nearly £2,000 for Cancer Care. Being so far from the sea, I also think it is important that people around here get to see the Royal Navy from time to time – although we don't really look our best at the moment."

This is the first year that the frigate's crew have tackled the challenge, but team manager MEM 'Buck' Taylor is already looking for willing, mud-loving volunteers for next year's event at Woodland's Farm near Wolverhampton.



● Are you sure it said turn right? LMA Wayne Huxtable leads his party north to John O'Groats

Tour de Forces

PERHAPS inspired by the Tour de France, the roads between the two extremes of this island nation have been popular with Naval cyclists.

First heading from south to north, LMA Wayne Huxtable led a party of four from Lands End to John O'Groats.

Wayne, who works at MDHU Portsmouth, said: "I confess this is not my first feat of riding from Lands End to John O'Groats. I was 15 years old the first time I cycled the journey raising money for a local hospice."

"So 16 years later attempting the same cycle ride was not such a daunting thought."

Alongside his father and two friends, Wayne completed the ride in eleven days, covering a total of 946 miles and raising over £700 for Cancer Research UK in the process.

It seems that Wayne must have taken a wrong turn or two along the way, as when eight cyclists from the Royal Naval Support Unit RFA Argus tackled the same run but in reverse, they clocked up only 916 miles...

Heading down country from John O'Groats to Land's End, these cyclists from the RN, RFA and Sea Cadets were also raising money for Cancer Research UK, and TS Revenge Sea Cadet Unit.

CWEM(O) Martin Smith, the team leader and event organiser, was diagnosed with cancer six years ago and decided that he should raise money for the charity that saved him.

PO David Bartlett SCC of Argus' affiliated cadet unit TS Revenge soon joined him and the plan was made – a marathon cycle ride.

The riders are indebted to the ship's company of RFA Argus who ran car washes, village fetes and tombolas to support the ride, and the various Sea Cadet units across the country who helped with accommodation and logistics.

Martin said: "The support we received throughout the country was commendable."

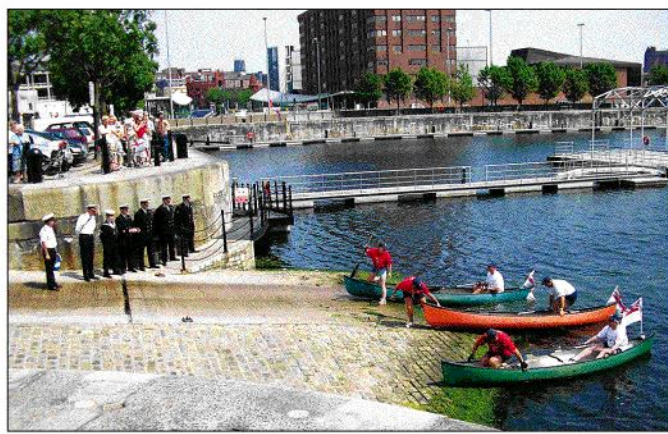
"Between Manchester and Birmingham we were even treated to a fly-past by the Red Arrows. OK, they were training – but they went past us..."



● The riders were: PO Dave Bartlett, WO1 Spider Webb, PO Jim Bridge, WO2 Tim Harris, Lt Chris Newman, LAH Andy Cotter, Eric Evans SCC and CWEM(O) Martin Smith. Support was ably provided by Viki Rollings, CPO(AWT) Mini Moucher and Chris Van Kuffeler SCC. Sponsor Kevin Webber of A&P Falmouth stands in the middle.

He added: "A big thank you must go to all the ship's company of RFA Argus, TS Revenge and all the friends who have been

constantly badgered for money and sponsorship, managing to raise about £5,000 which will go towards the two charities."



● The white-ensigned canoes of the paddlers of the north-east's Armed Forces Careers Offices arrive in Manchester

Canoe upon canal

FIVE days, 127 miles, and eight RN and RM recruiters arrived at their journey's end in Liverpool after journeying from Leeds by canal in their white-ensigned canoes. Well supported by the local radio stations and BBC Radio Leeds, the canoeists rattled collecting buckets along their route to raise over £2,000 for the Claire House Hospice, Wirral.



A taste for Navy Days

ROYAL Marine C/Sgt Mike Beaton gave children from Chaucer Primary School in Plymouth a taste of what's on offer at this year's Navy Days.

The seven-year-olds peeled, chopped, and cheered as the Royal Marine promoted the idea of 'Fit for Life' with healthy cooking.

A British medal-holding triathlete and fully-trained Commando, we'd put Mike ahead of Jamie any day...

● C/Sgt Mike Beaton with Miss Spring's class of Chaucer Primary School

Picture: LA(Phot) Emily Chambers

news in brief

■ THIS year's Emergency Services Boat Pull down at Devonport Naval Base raised a massive £2,500 for the nearby Millford School in Ernesettle.

The money will be used to build a play area for the disabled children at the school.

Teams took part from the Royal Navy Service Police, the MOD Police, Devon and Cornwall Police, Westcountry Ambulance Service and Devon Fire and Rescue.

■ TWO teams headed out from HMS Collingwood to take part in the annual MS Challenge in Snowdonia.

Teams were tasked to carry a wheel-chair bound volunteer across a 10km course through the Welsh hills, negotiating steep hills, heaving bogs, forests and rivers on the way.

Both teams stuck with it, despite the onslaught of awful weather for the second team, and crossed the finish lines with smiles, and a passenger who had enjoyed the scenery along the route.

■ Lt Stew Wallace of the Joint Force Harrier at RAF Cottesmore is one of the organisers behind the Rutland Water Walk on October 8.

Three walks of 23, 17 and five miles – aimed at all abilities – are planned around the Rutland lake, with entertainment, food and drinks on offer on successful completion.

The charities that stand to benefit are: Children in Need, the County Air Ambulance Trust, and the RN and RAF Benevolent Funds.

To find out more, visit www.rafcottesmore.rafc.mod.uk/rafcottesmore or write to Lt Stew Wallace, Air Traffic Control, RAF Cottesmore, Oakham, Rutland, LE15 7BL.

■ People from the NATO headquarters at Northwood have raised more than £1,000 for the Lynda Jackson Macmillan Centre at Vernon Hospital.

The money was raised on the base's families day through a fundraising auction, organised by PO Neil Parker and Wtr Rebecca Nobbs.

Rebecca said: "It was a lovely family occasion. Bidding was fast and furious, and everyone was very generous."

■ COLD-WAR submarine HMS Ocelot made an unusual abseiling venue at the Historic Dockyard Chatham.

With only 20 slots for the abseilers, places were hard fought over – but all their fundraising rivalry will go to benefit the Kent and Medway Walking Bus and the Medway Cerebral Palsy Unit.

■ AS SLOTS are about to become open for next year's Flora London Marathon, Forces charity St Dunstan's is looking for keen runners who want to run on their behalf.

The charity provides support and rehabilitation for blind ex-Service men and women. Any money raised for this charity will make a real contribution towards helping blind ex-Forces personnel lead independent lives.

Incidentally, if anyone out there is running the BUPA Great South Run in October and considering a charity to support, also get in touch.

Contact Lynsey on 0207 616 7966 or lynsey.pickless@st-dunstons.org.uk.

■ TWO women who were rescued by HMS Invincible's helicopter from the wrecked ferry Samina Express in the Aegean sea in a force 9 gale have decided to cycle from Land's End to John O'Groats to garner money for the Paros Branch of the Hellenic Sea Rescue Team.

The two, Niki Gibson-Hosking and Katrina Wallace, are keen to send a big thank you to Gary Milton and all the crew of HMS Invincible who helped them after seven terrifying hours shipwrecked in 2000.

Contact: 01273 262673 or k_n@outgun.com.

news in brief

news
in brief

■ A GANG of community-spirited Royal Naval Reservists from HMS King Alfred in Portsmouth, led by Lt Ben Howard, helped parish priest Father Ron Robinson relocate four sheds, full of community goodies, to free up the land for sale.

Income from the land sale will go towards the construction of a brand new community hall.

CPO R Craig said: "It needed a big team effort, and everyone did a great job lifting and shifting together."

■ A GROUP of sailors from HMS Collingwood helped improve the grounds at Harrison County Primary School in Fareham.

For one day the team carried out gardening work on an overgrown garden built in memory of a former pupil.

Gill Mist, a teaching assistant at the school, said: "I can't believe what a difference they've made. The place is looking fantastic."

■ THE SERGEANTS' Mess at the Commando Training Centre at Lympstone has gathered £600 for the Devon Air Ambulance Trust.

Mess members raised the money when they hosted fathers (and in some cases, sons) for a weekend of military awareness.

WO Ed Stout said: "The weekend went really well. We often forget the support we get from our dads, so it felt good to give them something back for a change."

■ OFFICERS and trainees of training establishment HMS Raleigh have helped out in Churchtown, the respite and care holiday centre for adults and children.

The young officers donned their working rig to cut down nettles and clear an overgrown area for an obstacle course, while the trainees were busy using their gardening skills in sprucing up the flowerbeds and greenhouses.

The young officers also set themselves the challenge of fundraising for new garden tools through a charity cake and coffee event.

S/Lt Emily Slayman said: "When touring HMS Raleigh with out tray of cakes, we raised a phenomenal £90."

■ HMS GANNET helped a team of former Royal Scots Dragoon Guards to conquer the three highest peaks in Scotland, England and Wales in less than 24 hours.

The inspiring skirl of the pipes and the pleasant summer weather boosted the walkers' morale when three pipers from the regimental pipe band, just home from Iraq, were flown by a Naval Sea King helicopter from Gannet SAR Flight at Prestwick to the summit of Ben Nevis.

The walkers raised almost £20,000 for a new regimental museum and Cancer Research UK.



● HMS Bulwark's field gun runners tackle an unusual mile run for Sport Relief

Picture: LA(Phot) Pepe Hogan

Navy prove good sports

THERE have been several groups from the Navy who have gone that extra mile and organised their own event for Sport Relief.

While thousands of Britons take up the run-a-mile for charity challenge on dry land, the sailors have been rallying to the cause while on patrol out at sea or many metres below the waves.

HMS Bulwark decided to raise money while the ship was at sea on deployment in the Mediterranean by means of a field gun contest.

All the teams paid an entry fee and spectators provided sponsorship while the sailors competed on the flight deck.

The ship's Commanding Officer Capt Clive Johnstone said: "The Sport Relief mile concept really caught the imagination of the ship's company who came up with the idea of running a field gun competition."

"I am not aware of it having been run at sea before."

LMEM Paul 'Gunta' Batten of HMS Westminster ran his mile for Sport Relief with a slight difference.

Due to the fact that he is currently 4,000 miles from home in the Gulf, he could not take part in one of the organised runs in the UK.

So Paul decided to run his Sport Relief mile around the upper deck

of HMS Westminster - wearing a full outfit of firefighting clothing and breathing apparatus.

Swaddled in this extra weight, and with a roasting temperature of 37°C, the run was completed in a time of just under ten minutes - a remarkable feat and raising just over £1,000.

Sister frigates HMS Kent and Northumberland also set up their own DIY miles.

Back on land, Fareham establishment HMS Collingwood got involved with a one-mile fun run.

Personnel were invited to wear fancy dress and had the choice of running, jogging or walking the course. Gorillas, belly dancers, Super Woman and sailors were amongst those who took part.

Unusual outfits were also the order of the day at BRNC in Dartmouth, with among others two lads running in chemical suits in blazing July sunshine. Monies raised totalled over £300.

Air establishment HMS Seahawk in Cornwall didn't miss out on the fundraising event.

More than two thirds of the 150-strong crew of HMS Vigilant were also found running their mile in what is, undoubtedly, one of the world's most unusual sporting arenas.

Beneath the waves on running machines, the submariners notched up their miles for the sporting charity.

Quorn climbers undaunted by ankle bashing

EIGHT of HMS Quorn's crew have completed the challenge of climbing the three highest peaks in the UK in less than 24 hours, in aid of the Royal British Legion.

The climbers started with the highest - Ben Nevis - followed by Scafell Pike (Lake District) and finally finishing in Snowdon (North Wales).

The team consisted of five runners and three drivers and support crew, as important as the runners as to the success of the event.

Quorn's team was one of 52 teams from the Armed Forces, Police, several Fire Brigades and other organisations.

Each team started its ascent on Ben Nevis one June evening, making its way through the summit of ice and snow which was still present even at this time of year.

Just when they were making fantastic progress in their descent, they suffered the first casualty of the event with Lt Ash Spencer turning his ankle over on the final leg of the journey.

Fighting through the pain Ash carried on and the team finished in a time of 3 hours 12 minutes.

Unfortunately for Ash this was the end of his Three Peaks challenge as the injury he sustained to his ankle was too serious to carry on.

After a quick re-fuel they then headed south, leaving behind Ben Nevis and its notorious midges to their next goal.

CPOWEA Andy Whitehouse said, "With great spirit and determination the team set about the final mountain with newfound vigour."

On arrival in Llanberis the team received gold medals, with a very creditable final time of 18 hours 15 minutes for a total finishing place of eleventh out of a total 52 teams.

In conjunction with the other charity events, the team managed to raise a staggering £1,000.

Monkey business in destroyer

SOME £1,500 has been donated to an oncology ward at Southampton General Hospital and Cancer Research UK, by way of 'Vidal Baboon' barbers on board HMS Southampton.

The money was raised over the course of a year, cutting hair at £3 per mane, with almost 300 heads scalped, and over 100 hours 'butchering' (or beautifying) the hair of sailors whilst deployed.

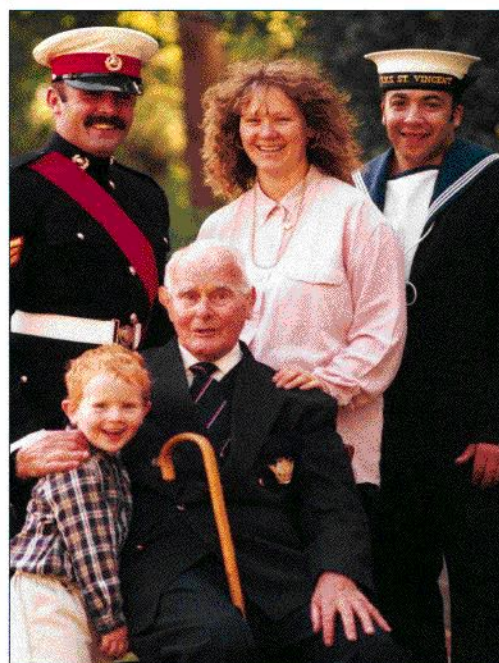
Other events such as mess raffles and auctions took place whereby companies and other organisations donated items and merchandise.

CPOWEA 'Rattler' Morgan (Vidal Baboon himself), whose father died of lung cancer, and whose mother-in-law is also affected by cancer, said: "Southampton General Hospital C7 ward was chosen because I have spent many, many hours sat in there and seen at firsthand the dedication of the staff."



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Men and women in the Royal Navy and Royal Marines serve their country, often at times of danger: the RNBT exists to serve them and their families, at times of need, throughout their lives. Your donations help us to help them.

news
in brief

Good plan, Batman

Lt Paul Goscomb of HMS Ark Royal put a smile on everyone's face when he took part in the 70 Wild Miles, running the last section dressed as Batman, fully kitted out with padded chest and cape.

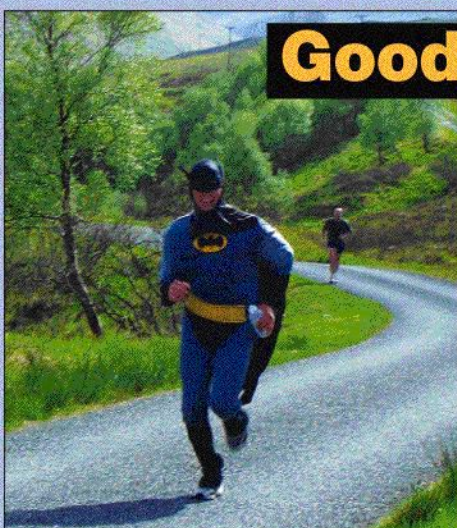
The race was started in 1989 by a few very enthusiastic individuals, and consists of a 47-mile cycle ride, 10-mile canoe followed by a 13-mile road run in Glencoe, Scotland.

Cdr Dave Gibson and Lt Doug Wyle from Yeovilton also took part, and loaned Paul a canoe (and lessons!) for the challenge.

Paul completed the race in 6 hours and 29 minutes and said: "I was conscious of burning out on the run, which was rumoured to be a bit of a beast."

"But eventually you have to push through the discomfort, after all I was wearing a super hero outfit and there was no way he was walking uphill - a wonderful if not tiring experience."

Over £600 was raised for CLIC Sargent.



The Royal Naval Benevolent Trust

Castaway House, 311 Twyford Avenue, Portsmouth PO2 8RN

T: 023 9269 0112 F: 023 9266 0852 E: rnbt@rnbt.org.uk www.rnbt.org.uk

Can you live up to Tony's example?

THE memory of a rating murdered by yobs during a run ashore will be honoured at the RN Logistics School.

The parents of Wtr Anthony 'Tony' Cavanagh wanted other trainees at Raleigh to live up to the qualities their son lived by during his all-too-brief time on earth.

The 22-year-old was assaulted in an unprovoked attack as he left a bar in Liverpool during a spell home on leave from HMS Cardiff last September. He spent the remaining 11 days of his life in hospital before succumbing to his injuries.

No-one has to date been brought to justice over the attack, although Merseyside police do want to speak to 23-year-old Liverpoolian David Corkhill.

Anthony's family has donated a glass tankard mounted on a wooden plinth to Cdr Phil Waterhouse, Commander of the RN Logistics School, to award to the sailor who demonstrates 'courage, good-humour, dedication and selflessness' - qualities which shone in the young writer.

"Anthony was the kind of person who wanted to do well and was very supportive of other people," said his mother Pat. "He always got top marks and I hope in the future that the award will be presented to someone with similar qualities."

More details about the Cavanagh family's fight for justice can be found at www.anthonycavanagh.co.uk

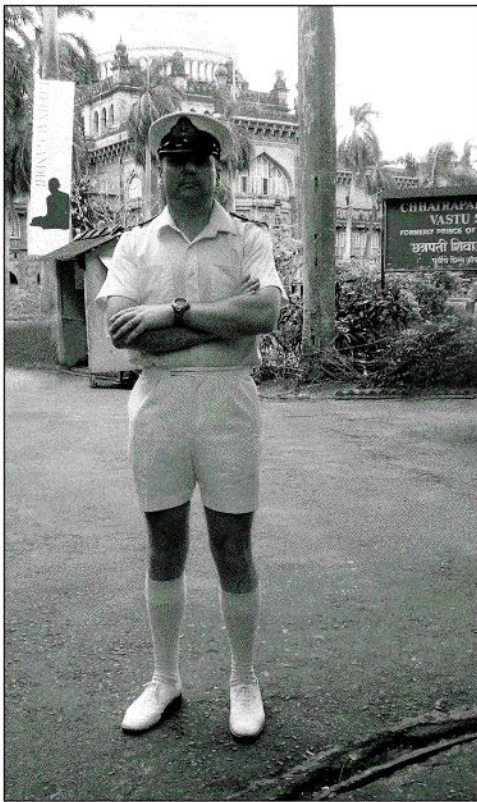
Also at the Logistics School, 22 chefs, stewards, writers, stores accountants and logistics officers have been rewarded at its annual awards ceremony.

Lt Oliver Hanks (HMS Sutherland) received the Gedge Medal - in memory of Joseph Gedge, the first British officer killed in the Great War - as the best performer on the initial logistics officer course.

CH Mark Raynor (HMS Trafalgar) was presented with the Darryl Cope Memorial Trophy for top marks during his training; the trophy is awarded in memory of CH Cope who was killed in HMS Sheffield in the Falklands war.

The youngest award winner was 15-year-old Sea Cadet Kieran Toner. Kieran (TS Royal Forest) attained the highest standards during a week-long course in cooking and stewarding at HMS Raleigh. He earned a First Class Cookery badge and ten points towards his advancement.

Retracing dad's footsteps



AS A young boy, Lt Cdr Tim Green used to study his family's photo album where there was a picture of his dad, Peter, posing outside the Prince of Wales' Museum in Bombay (as both museum and city were known then).

So when Tim's ship, HMS Illustrious, visited Mumbai (as it is now) earlier this summer, Tim recreated his father's pose (minus the two local lads); a bit of electronic wizardry gave a 2006 colour image a more suitable period feel.

With Indian independence, the museum is now known as Chhatrapati Shivaji Maharaj Vastu Sangrahalaya... which doesn't trip off the tongue quite so easily (but a good score at Scrabble - Ed).

And rather than celebrate the Prince of Wales' visit to Bombay as it originally did, the building is now one of the city's principal museums, celebrating Mumbai's rich heritage and culture.

The original photo was taken in 1945 when Peter was a Petty Officer Engine Room Artificer.

Tim, who was Lusty's Group Warfare Officer on the Aquila 06 deployment, plans to give both pictures to his father as an 80th birthday present.



Taking tips from Jamie and Rick

CHEFS from HMS Cornwall took lessons from the masters of TV cookery - or at least their restaurants - when the frigate visited the north of the county.

Cornwall anchored off Padstow, allowing the culinary department to make a bee-line for restaurants run by Rick Stein in the seaside town.

Four restaurants (Seafood, Seafood Delicatessen, St Petroc's and Rick Stein's Café), a chippy and the Padstow Seafood School were all visited by the five caterers, who rewarded the hospitality shown by the restaurateurs by inviting them to the frigate's galley.

"As much as I'd like to work in one of Rick Stein's restaurants - they use the best ingredients and top equipment - I'd miss the ship's crew, especially the rapport over meal times," said CH Paul Bingham.

There was more cookery afoot in Newquay, where 'naked chef' Jamie Oliver runs restaurant Fifteen, Cornwall which provides chef training for young people from disadvantaged backgrounds.

Cornwall's two-week tour of her namesake county on a publicity and goodwill drive has been rich and varied.

Falmouth, Fowey, Padstow and Newquay were all stop-off points, with the Devonport-based warship hosting dignitaries, school children, Sea Cadets and members of the public.

In Falmouth, the ship's company marched in the Royal Naval Association Sea Sunday Parade.

Cornwall's guard and platoons marched through Falmouth flying their Colours with the Lord Lieutenant of Cornwall, Lady Mary Holborow taking the salute.

Off Padstow, the frigate provided a ceremonial escort as the town's new RNLI lifeboat, Spirit of Padstow, sailed into her new home for the first time yesterday.

In between the Cornwall tour, the ship has somehow found time to hotfoot across the Channel to the Belgian port of Zeebrugge for that nation's Navy Days, alongside nearly a dozen warships from European fleets.

Duties in Belgium over, the ship returned to Cornish waters to continue her tour.

"In this circumnavigation I wanted to bring Cornwall's ship to all of our home county, and not just those areas where it is easy to bring the ship alongside," said Commanding Officer Capt Simon Williams.

"We entertained Sea Cadets, Sea Scouts and all who are interested in the sea, as well as the representatives of local communities."

'point of no return

A TRIP on the Torpoint ferry is typically a routine affair.

The clank-clank-clank of the chains as the sights of Devonport and Torpoint come ever closer - depending on which way you are travelling...

The lady in the car next to you with her feet on the dashboard screaming in agony...

The manifest as you reach your

destination which has one extra passenger on it from departure point...

It takes just seven minutes for the chain ferry to cross the Hamoaze, but Harry Feeley wasn't prepared to wait that long.

Fortunately, dad Michael wasn't a bad midwife... for a leading marine engineering mechanic.

The drama began on an otherwise ordinary Saturday when Michael's pregnant wife Hayley returned home to Torpoint from a shopping trip complaining

of stomach cramps.

With a baby due in a few days, the couple decided to head to hospital in Plymouth - and asked the next Torpoint ferry to wait for them.

By the time the Feeleys had reached the ferry slipway, Hayley's waters had broken - but even then the former wren writer wasn't overly concerned: the couple's first son Kieran, now 18 months old, didn't arrive on the scene for 16 hours.

Not so with his younger brother.

By the time the boat began its seven-minute journey the baby's head was popping out.

Aided by ferry staff, Michael grabbed towels to preserve his wife's dignity, then offered whatever help he could.

"I panicked at first," said the 28-year-old, currently on his PO's course at HMS Sultan.

"But then I thought: I've got to

get on with this.

"When Harry's head appeared, I knew we'd have to deliver him there and then."

And they did. By the time the ferry reached the opposite bank with the ambulance waiting, Harry Feeley, all 8lbs 4oz of him, had entered this world.

"We've been told he's the first baby born on the ferry - they've dealt with women in labour, but not actual births," said Michael. "The ferry staff were really good at helping out."

So too was dad. "Michael was fantastic," says Hayley, 22. "He was so calm - it made it easier."

With dad hailing from Falmouth, there's no question whether Harry is a Cornishman or Devonian.

"It's the Torpoint ferry," Michael stresses.

So having been born 'at sea', is young Harry Feeley gearing up for a career in the RN?

Perhaps a little too early to say... "But he does enjoy bathtime," says dad.

● No mid-wife crisis... LMEM Michael Feeley holds on to Harry, whom he helped deliver, while his wife Hayley holds on to 18-month-old Kieran



There's a Zeus loose about this 'ous

BEFORE rushing to rescue civilians trapped in the Lebanon, 50 sailors from flagship HMS Illustrious could be found in the lap of the gods.

A team from the carrier, led by Lt Cdr Gavin Birrell, set out to scale Mt Olympus, the highest point in Greece - and mythical home of Zeus et al.

Some walked up the mountain from its base, others used transport to get to Prionia, further up Olympus.

After overnighting at a refuge in Spilios Agapitos, 2,300m above sea level, the climbers made the assault on the summit at dawn the next day.

Only a handful made it; with weather closing in and the temperature (in mid-summer) dropping to a chilly 1°C, most Lusty men and women stopped short of the peak.

That didn't stop some reaching the top of Olympus... where the White Ensign was, of course, unfurled for the cameras.

"The fact that 50 sailors were able to get fresh air in their lungs and really test themselves by conquering such a famous mountain after four months at sea has left everyone involved 'buzzing'," said Lt Cdr Birrell.

"For me, I was reminded what a privilege it is to lead such high calibre, fun people."



● Are you sure this isn't Dartmouth? Sailors from Lusty's Air Engineering department pose with the White Ensign atop Olympus in the murk

From Zero's to gay hero?

BACK in the 70s, beauty pageants and the like were a mainstay of Navy News.

Things have changed somewhat in three decades...

In 2006 LPT Sam Connell (pictured, right) is the first sailor to reach the final of Mr Gay UK which takes place in Blackpool this month after heats around the country.

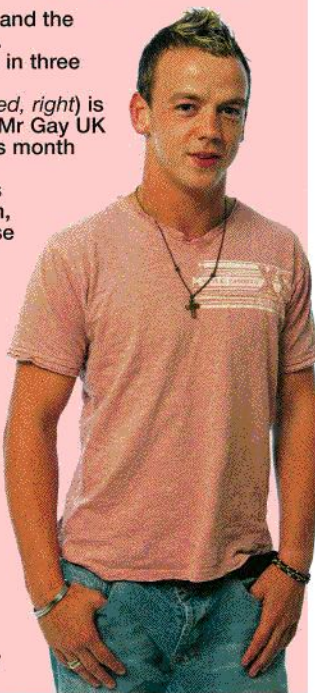
The 22-year-old oversees fitness classes for recruits at HMS Raleigh, as well as organising assault course and circuit training instruction.

When not in the gym he runs half-marathons regularly... and brushes his teeth (a lot).

"I've been in the Navy since I was 16," says Sam. "I've only just 'come out'. None of my fellow sailors care - I'm still exactly the same person. It's no big deal to them."

Sam was crowned 'Mr Plymouth' after a visit to Zero's nightclub, a title which earned him a place in the final at the Flamingo Club in Blackpool on September 29.

Organisers say they do not regard the contest so much as a beauty pageant than a search for role models for Britain's young gay community.



Ron's tales of fights, camera, action...

IN THE mountains of Norway earlier this year, Royal Marines let fly with Javelin, their new anti-tank missile.

Each blast was captured on camera for posterity by the Corps' photographers – all from a safe distance.

Not so former combat cameraman Ron Bowey, whose front-line – and behind-the-line – escapades might raise eyebrows among today's photographic branch.

With the commands gearing up to deploy to Afghanistan – most definitely a hot zone – the Royal Marines Video Production Unit (RMVPU) decided to pick up combat camera tips from an expert.

Today, Ron is enjoying retirement in Wokingham at the Cinema and Television

Benevolent Fund's rest home.

"Many of Ron's experiences are unique," says Lt Paul Bristow RN from the RMVPU.

"His escapades of filming under fire whilst manoeuvring up a beach or parachuting behind enemy lines with a camera strapped to him put some of his modern-day equivalents into perspective.

"But some experiences are in common with modern camera work: lenses freezing over, film degrading in the heat of the desert and jungle. All these are common occurrences."

And the press were no less demanding in 1945 than they are six decades later.

"Why do people ask for footage the day before yesterday when it has not even been filmed yet?" asks a puzzled Lt Bristow.

Ron joined the Royals in 1938 as a PTI, specialising in swimming instruction.

But his hobby and passion for film and photography led him into a change of branch as the Corps' photographer and film cameraman.

There is therefore a good chance that the grainy footage you see of marines in action in WW2 was captured on celluloid by Ron.

He worked in numerous theatres of war on behalf of



● Former CPO Ron Bowey shares his film experiences with Lt Paul Bristow of the RM's modern-day camera team

various film units for the Ministry of Information (today the Central Office of Information), RM, Chief of Naval Information and Chief of Naval Intelligence.

Ron paid the price for his determination to get the best pictures back to wartime audiences.

He was twice wounded, once during a parachute jump and on another occasion by enemy fire.

His wounds left him with difficulty walking – but not with

taking pictures and he continued camera work for the RN post-war, including documenting the Duke of Edinburgh's world tour in Britannia in 1956.

Post-RN, Ron's skills were not surprisingly in demand in the fledgling world of television.

He joined the crew of a new drama series being filmed in Manchester; it was only supposed to provide work for a couple of months. The show? *Coronation Street*.

● A wonderful wartime portrait of Ron in full combat kit

Royals go back to the beaches

BATTLEFIELD tours are being introduced for fledgling Royal Marines to understand the sacrifices made by their forebears.

Recruits passing through the Commando Training Centre at Lympstone are making the relatively short journey from Devon to the beaches of Normandy.

Five Royal Marine Commandos fought for the Normandy beaches – 41, 45, 46, 47 and 48 – as part of two Special Service Brigades; the green berets also committed armour, pioneers and beach engineers to the assault on Fortress Europe.

In doing so, Royals earned five DSOs, three OBEs, 13 DSCs, ten MCs, one Conspicuous Gallantry Medal, 26 DSMs and 13 MMs – mostly awarded for deeds on June 6 itself.

Nine officers and 85 men of the Royal Marines were killed on D-Day alone, however.

"The recruits start off fairly nonchalantly," said C/Sgt Richie Puttock, tour liaison officer.

"After the first beach it really does change. They begin to understand the epic tasks that the marines had to achieve.

"The recruits visit many of the beaches and

cemeteries – even a German one. It's all part of understanding what sacrifice was made and how we gained a foothold in battlefield Europe."

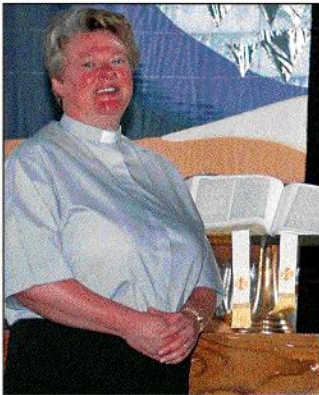
The battlefield tours have been introduced following a suggestion from the Adult Learning Inspectorate, which observed that unlike the Army, the green berets did not offer such an introduction to the sacrifice and heritage of the Corps.

In the immaculately-maintained Commonwealth War Graves Commission Bayeux cemetery on the edge of the historic Norman city, Recruit Lalley laid a cross on the grave of a 17-year-old commando.

"To visit the beaches and battlefields that Royal Marines 62 years ago fought on – and in some cases died on – is an experience I'll never forget," he explained.

"I realise the magnitude of the fighting and the sacrifice made by those men, some no older than myself."

● (Right) Recruit Dolcy from St Lucia studies the gravestone of Mne James Stanley, killed on D-Day aged just 19, in Bayeux cemetery



A force for God

AFTER more than 15 years providing spiritual guidance and support to sailors, the Navy's first female 'bish' is leaving the Service.

The Rev Caroline Eglin (pictured above), currently based at HMS Raleigh, joined the RN at a time of great change as women went to sea for the first time.

Since then, Caroline has worked ashore and at sea, deploying with destroyer HMS Cardiff and the ice-patrol ship HMS Endurance.

She served in HMS Edinburgh during the Gulf conflict in 2003. "Being onboard HMS Edinburgh was very hard," she explained.

"Going to war is about the unexpected. There may be a strategic plan, but the plans of the other side are an unknown.

"In a spiritual sense, it was very peaceful. I felt I was in the place God intended me, doing his work. The service of thanksgiving and remembrance on the way home was probably the most moving I have ever been involved in."

There have been rather more surreal services.

"It was the Sunday before Christmas and I was conducting a Carol Service on the flight deck of HMS Endurance off the coast of Rio de Janeiro. The Ship's Company were dressed in tropical uniform, wearing Father Christmas hats. It was 40° and we were singing 'In the Bleak Midwinter'," Caroline recalled.

Nice to meet you... eventually

GRANT and Garry Adams joined the RN within weeks of each other.

But it took the brothers 23 years to meet up on active service.

They did so in the less-than-picturesque surroundings of Basra airbase in southern Iraq.

Perhaps the lack of meetings between the two in the front-line is not entirely surprising.

Grant, 38, (on the left in the photograph) is a colour sergeant with the Band of HM Royal Marines at Dartmouth; his 40-year-old brother is a chief petty officer with 846 NAS.

The band paid a flying visit to Iraq to perform in Baghdad for Lt Gen Sir Rob Fry RM, the senior British officer in theatre, and to entertain the troops.

For 846, the mission is less entertaining, no less demanding: providing aerial support for British forces in the

southern regions of Iraq.

Both men served in the Sea Cadets more than two decades ago, Garry as a drum major – a duty Grant now performs for the RM band.

After years working with the Sea Harrier, Garry is getting to grips with the Sea King which isn't a lot of fun to maintain when temperatures nudge 48°C in the daytime.

"You can only work for about 30 minutes before you have to stop, take a short break and drink some water," says Garry.

"We've always passed one another on operations in the past. As I left a ship, Grant would be posted to it."

For the bandsman, visiting Iraq was a fresh experience.

"I think that the boys and girls in the band have enjoyed it," Grant adds.

"There was some trepidation because we did not know what to expect, but it's all gone well.

"I came up through the 'drums and bugles' route. You learn from your previous drum major, but in Garry's case, I learned nothing from him."



Numbers up for John

FORMER RN medic John Davies plans to re-visit his old haunts in Singapore.

Nothing unusual in that, you might think.

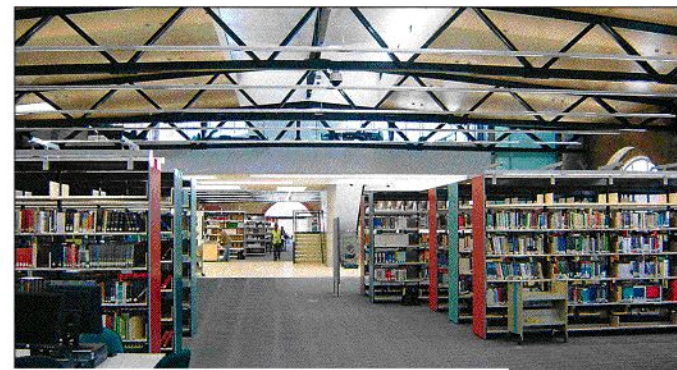
But when you've got £2.25m to play with, the world's your oyster.

John and his wife Pat from Hilsea in Portsmouth collected a cheque for £2,254,572 to be precise after their six numbers came up in the National Lottery in August.

Apart from forking out for a trip to the Far East, the couple plan to live rather modestly on their winnings, continuing to share their rented flat (to be near the local bingo hall) and drive their Vauxhall Astra.

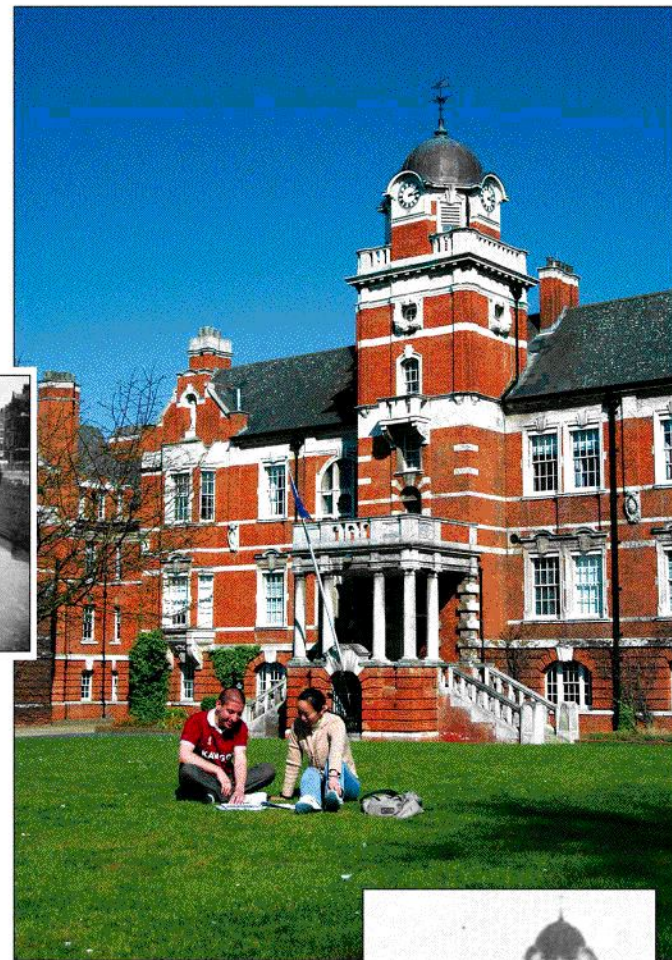
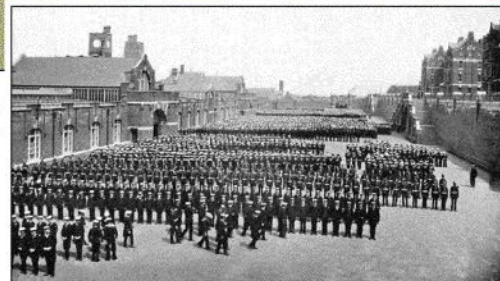
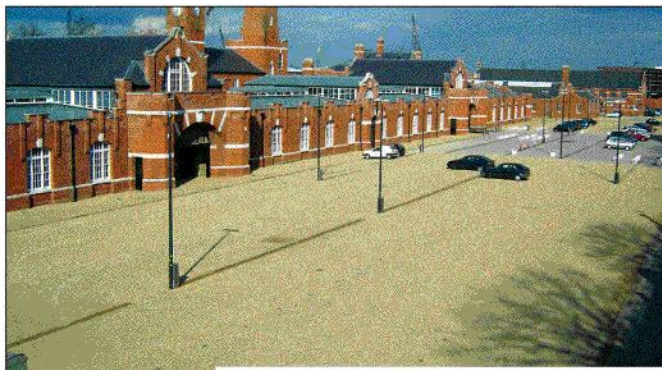
Instead, the Davies intend to share their new-found wealth among their large family (which includes ten grandchildren and great grandchildren).

The winning numbers (not that they're likely to come up again – Ed)? 3-11-13-18-26-31.



● The old Drill Shed (left) now houses the Drill Hall Library (above left), at 200 yards long, thought to be the longest library in Europe

● The first inspection at HMS Pembroke, by CinC Nore Admiral Markham (right); the Parade Ground which fronts the Drill Shed is quieter today (above right)



● The ornate Wardroom still exudes the same air of calm (above) that it did during the heyday of the Medway establishment (right)



All change at Pembroke

IT MIGHT be 20 years or more since the Royal Navy closed the gates of the barracks at HMS Pembroke in Chatham for the last time, but the Senior Service imprint is still clearly visible.

Far from falling into disrepair, the buildings have been transformed into a thriving university campus for 4,000 students.

And to top it all the original driving force behind the initiative bore another name which resonates in Naval circles, that of the University of Greenwich.

On closure in 1984, after 80 years of sterling service as an accommodation centre and Supply School, Pembroke was handed to the Overseas Development Administration for use by their research and consultancy arm. The renovation work to provide high-quality science and engineer-

ing facilities and accommodation cost £40 million.

The main focus of work was on the upper site, including renovation of the Wardroom, and Blake, Nelson, Anson and Grenville blocks; Hawke and Duncan blocks were demolished to make way for a workshop now named Hawke.

At this stage the lower site, including the WO/CPOs' mess, the canteen, the drill shed and the swimming pool and gymnasium were ignored.

The site was in use by 1990, and in 1996 the University of Greenwich acquired the research operation and associated property.

This helped the university achieve its goal of making its mark in the Medway region, and led to further development on the upper and lower sites.

The WO/CPOs' mess now houses a suite of lecture theatres, seminar rooms and the Students' Union pub, the *Drunken Sailor*.

The gymnasium is, appropriately, a new sports hall, and where Mountbatten Block once stood is new student accommodation, called Wolfe and Merlin Halls.

A further boost to development came with the decision by the University of Kent and Canterbury Christ Church University to come on board, the partnership taking on the name the Universities at Medway, a project inaugurated by the Queen at a ceremony in the wardroom in 2002.

Another £40 million has been pumped into the scheme, including the creation of the Greenwich-Kent School of Pharmacy – backed by pharmaceutical giant Pfizer – in Anson Building, and the restoration of the drill shed.

This is now the Drill Hall Library, a £15 million initiative which, at 200 yards long, is claimed to be the longest library in Europe, with 2.7 miles of shelf space housing more than 140,000 volumes and books.

The quality of the restoration is such that the project was short-listed for a Royal Institute of British Architects (RIBA) award.

The canteen building now houses a 180-seat lecture theatre, seminar rooms and a refectory, and will be known as the Pilkington Building, after Royal Engineer Sir Henry Pilkington, the original architect of the Pembroke site.

And with the University of Greenwich being an approved supplier of resettlement courses, there is still a good chance of seeing matelots wandering the site.

■ The memory of some 130 ratings who died when the drill shed took

a direct hit from enemy bombs in 1917 is to be honoured at a service to rededicate a memorial at 11am on September 10.

The event is being organised by the universities and the Chatham branch of the RNA.

Contact Chatham RNA branch secretary Bill Murray at bill.murray@blueyonder.co.uk for further details. The day will also give former sailors a chance to see the refurbishment work.

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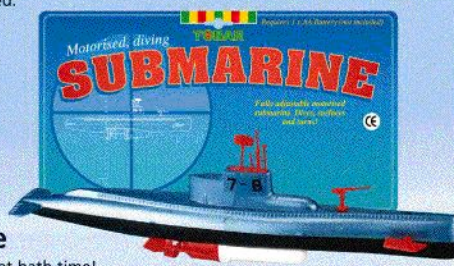


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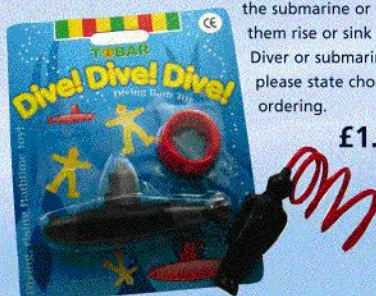


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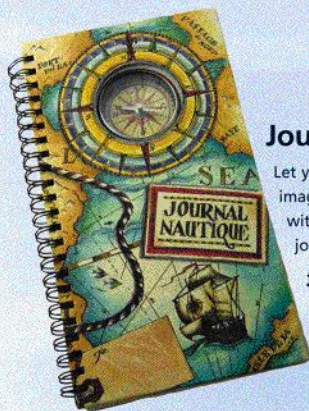
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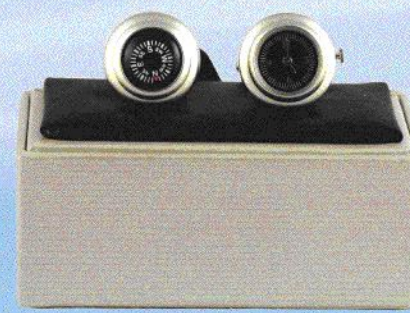
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Scott of the Atlantic

IT IS Saturday morning, just before 8am, and Cdr Steve Malcolm, HMS Scott's Commanding Officer, is standing on the flight deck of the nuclear powered super-carrier, USS Dwight D Eisenhower, about to "go live" to the whole of the United States on the Weather Channel.

Is this a special occasion marking some great historical event? No, it is just another day in a busy deployment that saw the RN's ocean survey vessel gather over 46,000 square miles of ocean floor data, writes Lt Stuart Marsh, the ship's hydrographic officer.

In between survey legs Scott conducted visits to a number of ports on the Eastern Seaboard of the United States and Canada, where the ship and its personnel were frequently to be found at the centre of events.

Despite the promise of good weather which the summer months normally bring, Scott found herself battling across the Atlantic in gale-force conditions and mountainous seas, conducting surveys, whilst regularly being battered by four-metre-high waves.

Fortunately, at 13,500 tonnes and with an ice-strengthened hull, the ship was built to withstand just these conditions and continued on with her tasking.

With the bridge being so high up and no stabilisers, initially it can feel like your world is falling apart as she rolls around.

20° rolls are not uncommon in rough weather and she can sometimes go over to around 30°.

It takes some getting used to, especially when you plough into a big wave. You can feel the whole structure of the ship shuddering with the impact, but she just ploughs on through; you soon build up huge confidence in what she can take.

Breaking off from survey operations, the ship's first port of call States-side was Norfolk, Virginia.

Home to the US Atlantic Fleet, it is the largest naval base in the world; a base so big in fact it makes even Scott's home base of Devonport seem small in comparison.

Whilst alongside the ship hosted a symposium of hydrographers from both the United States and Britain; a rather apt location as the UK and US Hydrographic communities often work very closely together, as was seen in New Orleans last year.

From this first stop it was a short passage to New York in company with a group of US warships, including the new amphibious assault ship USS San Antonio, where Scott represented the Royal Navy during the city's Fleet Week celebrations (as we reported last month).

After the excitement of New York it was back to work as usual for the ship, with three weeks of deep ocean surveying being achieved before a brief stop-off and crew rotation in Boston.

Despite the short distance between these two famous ports, the contrast is quite remarkable: Boston is noticeably smaller and possesses a more relaxed 'European' feel than New York, yet the people are just as welcoming, especially when the sailors go ashore in uniform.

Whilst alongside in Boston there was an opportunity to visit to Spanish sail training vessel Juan Sebastian de Elcano, which was calling in at Boston at the same time as Scott.

Another case of fortuitous timing meant that USS Constitution, the oldest commissioned warship still afloat (HMS Victory pips her to the title of oldest warship still in commission) was due to conduct a 'turn around' in Boston harbour.

A number of Scott ship's company were lucky enough to be on the frigate as she sailed out through the harbour and saluted Fort Independence, before returning alongside again.

Scott went on to set a precedent



● The crossroads of the world... Some of Scott's officers, including CO Cdr Steve Malcolm (second from the right), sample Times Square and (above right), the ship is dressed overall during Fleet Week

by being the first RN warship to attend the annual Windjammer Festival at Boothbay Harbour, Maine.

The challenging approach to this small but very picturesque harbour was made all the more difficult by the dense fog that reduced visibility to little more than a ship's length.

New navigation officer Lt Chris Sanderson stepped up to the challenge admirably and when the fog cleared Scott found herself riding peacefully at anchor a few hundred yards away from the Ticonderoga-class cruiser USS Cape St George.

As well as forming the backdrop to a celebration of sail and sea, the ship's company also joined in the festival's traditional parade through the town, much to the enjoyment of both the locals who heartily expressed their thanks and welcome at seeing personnel from Scott, and the sailors themselves.

"It was totally different to anywhere else we've been," said CH Lisa Howarth.

"All the people we met were really friendly and welcoming and there was a great atmosphere."

"It's certainly somewhere I'd love to go back to in the future; and marching down the street with all the people cheering you on, it made you really proud to be part of it all."

Dense fog continued to plague the ship as she left Boothbay and headed out into the Atlantic to conduct further survey work, with many a night's sleep interrupted by the incessant sounding of the ship's foghorn and periodic pipes instructing "fog lookouts to close up".

Seemingly doomed to spend the rest of the deployment operating in poor visibility and fog, Scott sailed into Halifax in near zero-visibility, only sighting the jetty when the ship was sitting 50 metres off the berth.

This visit, which was primarily a stand-off period with watch rotation, coincided with the 100th anniversary of the departure of the last British garrison from North America.

With a berth at the heart of the waterfront district, Scott was in good company sitting alongside a World War II corvette and Canada's first survey ship.

As a result, the ship formed the backdrop for a re-enactment of the Changing of the Guard between British and Canadian forces a century earlier, with a parade comprising the 2nd Royal Canadian and 78th Highland Regiments being led down from the citadel to the waterfront by a platoon of junior ratings from Scott, whilst a band from the local naval base kept spectators

entertained beforehand.

Being in Halifax also allowed for the opportunity to embark a team from Brooke Ocean Technologies, the Canadian company which has supplied the new Moving Vessel Profiler (or MVP) fitted to the ship during her docking period last year.

Operating out of Dartmouth, just across the river from Halifax, the team spent four days at sea with the ship conducting trials on the new equipment and training ship's company.

"Our new MVP promises to enhance Scott's capability ten fold in terms of oceanographic data, and with the challenging environments of the North Atlantic we need all the help we can get," said Lt Karen Fyke, the ship's operations officer – and head of her survey department.

After a deployment filled with high-profile visits and parades, there could be only one way to round things off and that was with a visit to the ship's affiliated city of Swansea.

It will be the first visit to the port in more than two years; Scott is due to receive the Freedom of the City and will exercise this in the traditional manner, with flags flying, drums beating, swords drawn and bayonets fixed.

Rehearsals for this month's ceremony are well under way, although marching around a moving deck can make things a little more interesting; fortunately Scott's foredeck makes an ideal parade square on which to practise.

The final leg down to Devonport should also prove to be special, as the ship will be sailing with families, friends and affiliates embarked.

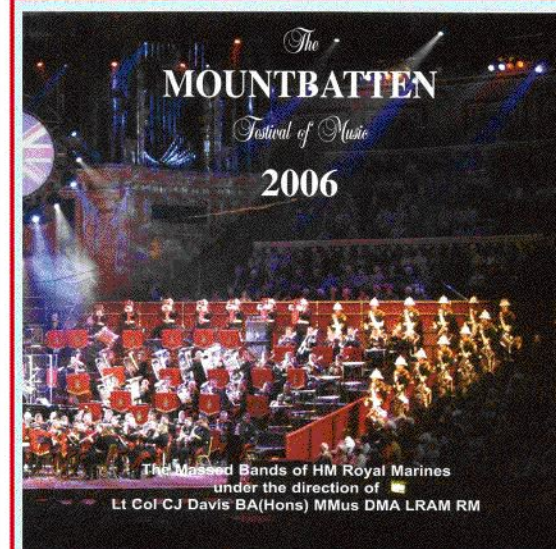
For many, this will be the first time they will have had the opportunity to show off "their ship" to family and friends, and a packed programme designed to give our embarked guests a taste of life in the RN is planned.

By the time HMS Scott passes Plymouth Breakwater at the end of this month, she will have been away for nearly half a year.

In that time she will have steamed in excess of 28,000 miles, conducting survey operations in some technically demanding areas.

Whilst the area Scott has surveyed is considerable compared with terms of landmass, it is a very small part of the ocean floor and many more seasons of survey work lie ahead.

Indeed, there is very little time for rest and recuperation as Scott is due to undertake a short maintenance period before deploying for the Indian Ocean and North Atlantic, where she is expected to stay until the end of 2007.



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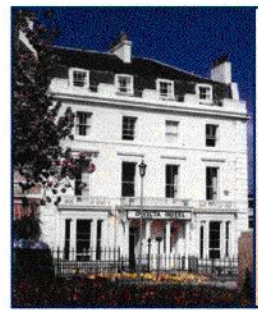
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Plain talk from Marines

DUST clouds swirl under caterpillar tracks as the Viking armoured vehicles roar across the landscape.

The crackle of gunfire erupts from the trees and the convoy shifts direction, away to the safety of higher ground.

To the soundtrack of bullets, the long grass sways obliviously in the breeze.

A dark head appears briefly amid the grass stalks, a rifle flashes – the Royal Marines are in action.

For now this is exercise Southern Raider in the green hills of Salisbury Plain. By the end of the month it will be for real in the dry lands of Afghanistan.

Some 2,000 personnel from 3 Commando Brigade are heading out to the troubled south of that distant country.

Operating within the NATO-led International Security Assistance Force, the Marines, Army Commandos and supporting arms will be making that land a little bit safer for those living there.

Two weeks in the bright sunshine of British countryside have seen the Marines exercising alongside Afghan nationals to bring veracity to the experience.

Despite the turbulent nature of the province, the Marines are itching to get out there.

Major Nick Griffiths, Officer Commanding M Company, said: "You'd struggle to find someone in 42 Cdo who didn't want to go. The majority wants to be out there. Those guys who will be left behind are pretty frustrated."

"We're at the end of a long tunnel of training and re-equipping. The chance to deploy operationally is the culmination of all that."

"This exercise has brought together everything we've learned. We're trained for anything that comes our way."

A point which is reinforced by the head of the Helmand Task Force, Colonel Ian Huntley: "The test here in this Mission Rehearsal Exercise is to see how many ways we can mix this together."

"This is what we're deliberately doing in this exercise."

"We test the most difficult things we can do, then the simple ones will be a walk in the park."

42 Cdo Battlegroup, along with significant elements of 45 Cdo, will be taking over from the Army's 16 Air Assault Brigade who are now completing their six-

month deployment.

The Marines will be taking with them 33 of the latest Viking armoured vehicles, along with new communications in the form of Bowman radio and the new Javelin anti-tank missile system.

Along with these units will go members of Headquarters 3 Commando Brigade, UKLF Command Support Group, Commando Logistics Regiment, engineers from Chivenor and the Commando Gunners from Plymouth.

This will bring a total of 4,900 UK forces in theatre, alongside the forces from the 35 other nations within the NATO-ISAF collective.

NATO-ISAF took responsibility for the south of Afghanistan from US-led Coalition forces at the end of July, and once fully deployed there will be 8,000 troops in the southern area, with a total ISAF force level of some 18,500.

"We're going out there to assist the government of Afghanistan return the country to normality," said Captain Mike Payne, 2iC of M Coy.

"We're going to help the government put their presence in areas where they wouldn't normally go," he added.

Colonel Huntley, Deputy Brigade Commander of 3 Cdo and soon to be Commander Helmand Task Force, said: "Our role will be to improve the security situation and so help the Afghan people and government."

He continued: "That will have a snowball effect – once people see that their lives are improving, they will have a vested interest in their own security."

"We can't afford for Afghanistan to become a haven to al-Qaeda and other extremist factions – that would be exploited."

He added: "Afghanistan is one of the poorest countries in the world. It is in everyone's interest to see that situation improve."

"There's a lot of good that we can do. My hope is that we will set things on a positive trend. It's such a complex situation out there."

"A challenge, of course, but everything worth doing is a challenge." The colonel concluded: "We are eager to get out there and do some good."



A flurry of farewells

ADMIRALS, ministers and generals drop the Royal Marines in action on Salisbury Plain.

The Minister for Armed Forces, Admiral Lord Brown, saw the Viking assault vehicle put through its paces in the greens of Salisbury.

The new Commandant General Royal Marines, General Garry Robinson, was also dropping in.

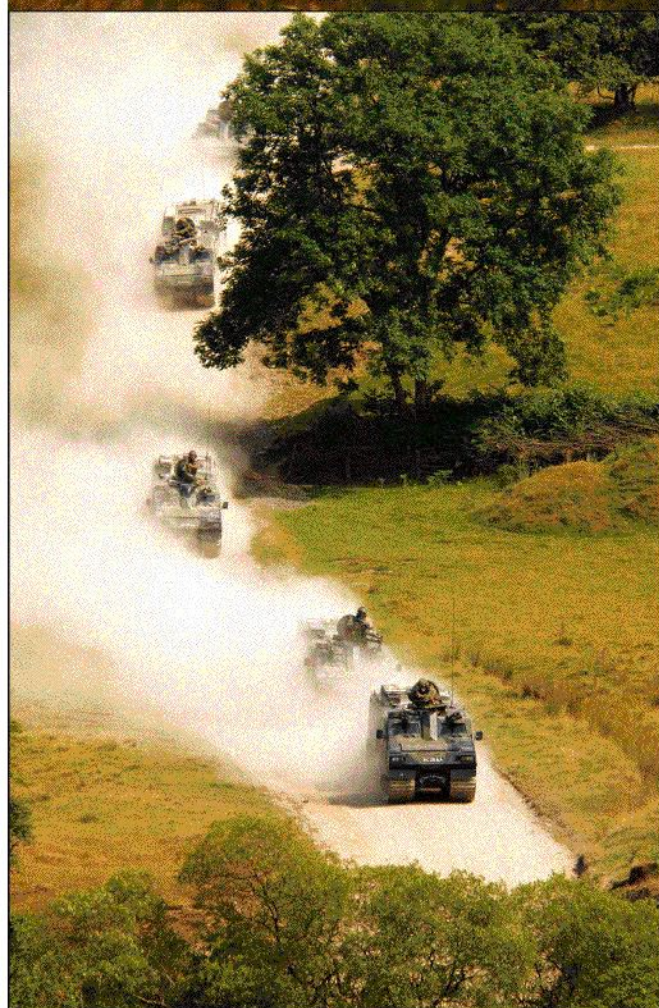
He saw the Commandos plunge into the built-up areas in the fake village of Coombe. The Marines practised the less martial aspects of their role – control and personal contact.

Commander in Chief Fleet, Admiral Lord Nimitz, made sure he didn't miss out on the exercise.

Once he had spent some time with the Commando, the admiral saw the Op Liaison Team at work with some of the Marines in to help with the training.

Next on the schedule was a visit with the Marines to see the usual staff car – armoured vehicles – to bring him up to speed on the situation.

The Plymouth-based Brigade Reconnaissance Squadron then arrived to whisk the admiral away in a WMIK (weapons mount installation kit).



THIS mission to Afghanistan will see Viking armoured vehicles deploy with their Marine masters.

Thirty-three of the tracked all-terrain vehicles will be heading out for use in the rugged Afghan environment.

Captain Tony Forshaw RM said: "The new Vikings are awesome. They are the most capable bit of kit we've got."

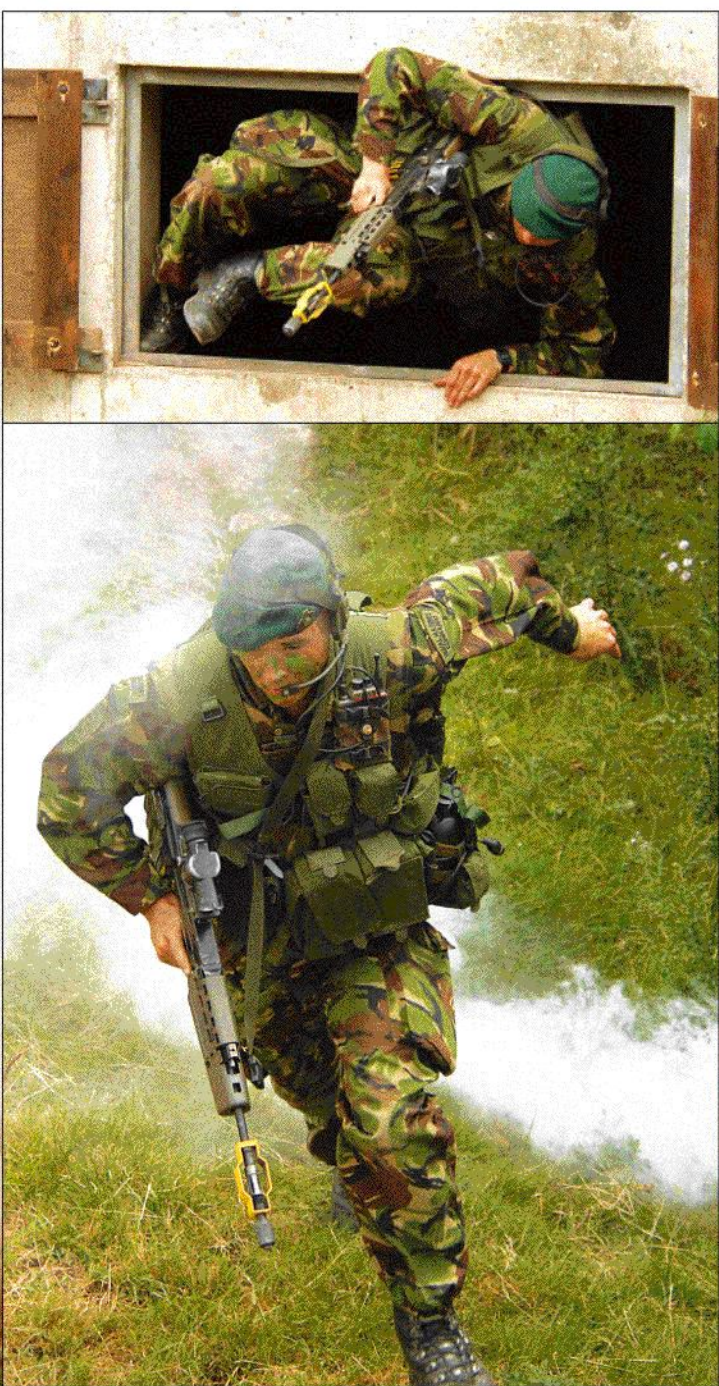
"It's the first time that we've used them operationally. That thing will be able to go off the tracks. It allows us to go off road and it's not restricted in movement."

"We don't have to stick to the roads or crossroads. We can avoid any chokepoints – just go around them with this."

Major Nick Griffiths added: "The key thing that it gives us is mobility – the ability to get to places at speed."



Pictures: PO(Phot) Sean Clee, 3 Commando Brigade



Changing pace of exercise

EXERCISE Southern Raider is the Force Mission Rehearsal Exercise (MRX), the final run-through for the units deploying to southern Afghanistan this autumn.

For twelve days the military personnel worked with other British government departments and a group of Afghan nationals to hone their skills in preparation for their upcoming mission as the Helmand Task Force.

Training areas across Britain in Dartmoor, Sennybridge, Caerwent and Salisbury Plain have heard the regular tramp of military boots as the units have been put through their paces as can be seen in a swift canter through our photographs.

● Nestled in the Brecon hillsides of the Cilieni valley, the FIBUA village (Fighting in built-up areas) saw Zulu Company, 45 Cdo, venture through its mocked-up walls conducting house-clearing drills (see photos directly above and top right).

● Members of the Landing Force Support Party of the Commando Logistics Regiment, led by Major Chapman RM, managed to complete in less than 20 minutes the recovery of a stranded OshKosh fuel tanker by a Foden recovery vehicle (see photos right and above left).

● The Viking all-terrain vehicle threw up dust in Sennybridge as the Armoured Support Troop and Juliet Company conducted section attacks (see photos top left and left).

People skills were not forgotten amid all this action with work with Afghans on reconstruction and liaison teams, bolstered by basic language lessons.

The exercise brought together Royal Marines from 42 Commando at Bickleigh, 45 Commando at Arbroath, and a Command Support Team from Stonehouse, along with personnel from 29 Commando from the Citadel, the logistics regiment and engineers from Chivenor.



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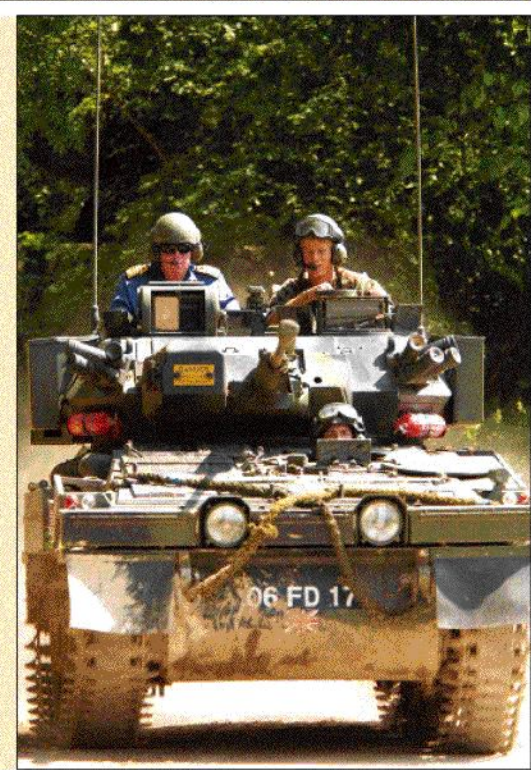
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Alight, said Fred

YOUR mission, should you choose to accept it, is to rescue downed pilot Fred from a tree. His legs are broken and the crash site is surrounded by mines. You have 30 minutes...



1. Receive a clear briefing from your assessor... A budding RNR officer receives his instructions.



2. Now brief your team about the mission.



3. A-Team fashion, construct a weird contraption out of odds 'n' sods conveniently lying around.



4. Make a bridge across the minefield using your A-Team contraption then send a 'willing' volunteer over.



5. Attach a harness to Fred so he can be lifted up.



5. Hoist Fred out of the tree. Make sure you don't drop him in the minefield. It doesn't matter if you thrash his legs about a bit - they're already broken...



6. Treat Fred on your makeshift stretcher before getting him into a shelter ahead of a helicopter arriving.



● The lads threw a wobbly when they couldn't take rubber ducky with them... RFA officers thrash their way through BRNC's pool during the junior officers' course
Pictures: Keith Franks, BRNC Dartmouth

Ensuring we are

REMEMBER the halcyon days of children's TV?

Sports commentator Ron Pickering, a bunch of school kids, some lilos, a giant inflatable rubber ring and a huge swimming pool? It's amazing what the Royal Navy can learn from *We are the Champions*.

Well, not exactly. But there is something very *déjà vu* about some of the challenges set on the Junior Officers' Course.

Today it's the chance for 18 young RFA officers to show their ability to think, command, think, adapt, think, command some more.

The task set the two groups of officers is rather chicken-fox-corn. Move your team across the river in a boat, picking up blocks from the river bed one at a time (actually the bottom of BRNC's pool), never with more than three people in the dinghy.

"Don't use the side," cries Lt 'Chick' Stewart, 2IC of the Junior Officers' Course, at one team who decide the culvert along the pool side can propel them to victory. *Well, you don't have the luxury of a culvert in a real river, do you?*

All through the exercise, officers are asked to complete a quiz (the sheet is sodden and the ink running by the end).

Who shot Billy the Kid? (Pat Garrett.) What city had the Roman name Lutetia? (Paris.) What date is Trafalgar Day? (Shame on anyone who got that one wrong - Ed.)

At the end, one team climbs out of the water considerably sooner than the other. But it's not about winning, it's about learning.

The second batch of officers saw their colleagues were making better time, and promptly changed the way they worked.

Here's one place of learning where copying isn't necessarily frowned upon.

Most of the time is not spent in the pool, however, but in the classroom, where slogans and wise words of great leaders - Sun Tzu, Monty, Nelson, Patton, Churchill and more - advise on the art of leadership.

That art of leadership is more than mere words.

"Body language and tone can

FROM simple exercises plucking a dummy from a tree to a week of non-stop recce missions and humanitarian rescues, the art of naval leadership is being passed on to the next generation of leaders at Britannia Royal Naval College in Dartmouth, reports **RICHARD HARGREAVES**

be more important than words - say you get what you think is an aggressive e-mail. You don't know the person's body language, facial expressions, tone," explained Lt Simon Paget, who's about to take over from Chick.

The young leaders arriving at BRNC to hone their command skills graduated from the "frigate on the hill" 18 months to three years earlier.

They have some experience of leadership, but they have much to

'Never tell people how to do things. Tell them what to do and they will surprise you with their ingenuity'
- George S Patton

learn.

"This is not an assessment course. It's about getting people to take responsibility for their actions. If they choose to sit in the classroom and twiddle their thumbs, so be it..." says Chick.

Thankfully, they do not.

"The feedback we have had is that they've found the course to be fantastic," Chick adds.

"It's all about improving people, making them better leaders, getting them to use their natural abilities.

"There are times when you have to give commands, but there are other occasions when encouragement will suffice. We want leaders, not robots. To be a good leader, you have to have followers - but they must follow



● Pool of talent... Lt Simon Paget debriefs his team after completing their challenge in the BRNC swimming pool

you willingly."

A few hundred yards away from the pool, and you find the other end of the leadership spectrum.

Stuck in a tree in the middle of a minefield is a downed pilot, his legs shattered by the fall.

For 'downed pilot' read 'Fred', the traditional (and heavy) man overboard dummy. For 'minefield' read 'Devonian grass marked out by tape'.

For a team from the RNR, in the early stages of their officer training, are here to rescue Fred.

And while the pool exercise isn't marked, this one is. The leader must score 32 out of 52.

The qualities which assessor Lt Duncan McDonald are looking for are the same qualities evident in the pool: determination, resilience, inspiration, the ability to listen, to adapt.

"We're after clear planning, confident leadership - without being overbearing.

"The tasks are probably easy enough to complete 'off the cuff', but that's not what we want."

Absolutely not. But how do rescuing Fred from a tree and paddling around in a swimming pool rescuing bricks differ?

For a start the instructions for the RFA officers are much more vague. There's no right or wrong way of doing things. There's a start point, an end point and some ingredients (dinghy, rope, bricks).

As for the RNR team, it's a much more prescriptive affair. Things must be done within a time limit. There are specific 'dos' and 'don'ts'.

The real difference, to the untrained observer like myself, comes in the execution.

Speed of thought, decision-making, team spirit, confidence, all are much more apparent among the junior officers than the cadets - as one would hope.

"We don't teach, we help," says Chick.

"You could call it post-graduate leadership training. It takes it to the next level."

It does, and hopefully it takes the whole RN with it.

Statistically speaking...

Up to 576 cadets can be trained at BRNC each year in six entries

Around one in eight cadets is female

One in five cadets is a foreign national from 19 nations as diverse as Brazil, Kazakhstan, Iraq and Spain

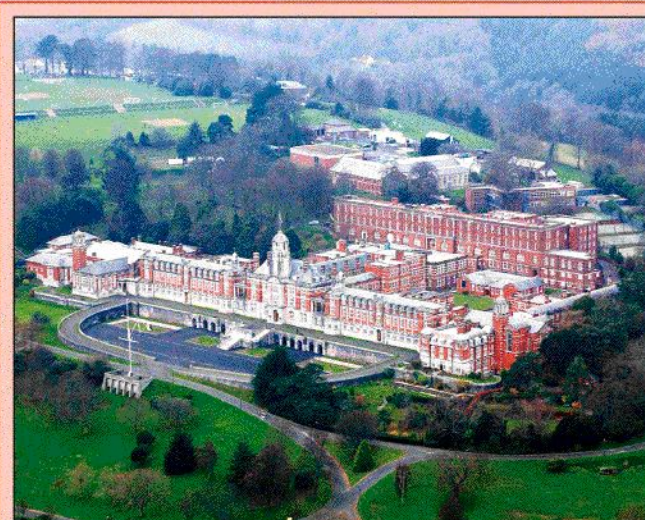
One in ten cadets has come up through the ranks

Four out of five cadets have a university degree

Three out of ten cadets have been involved with the RN during their university time



● Chester to the rescue. S/Lt Alex Napier pushes the throttle forward as picket boat HMS Chester races (well, chugs) up the Dart



The way ahead

FOR 101 years, the imposing stone edifice of Britannia Royal Naval College has overlooked the picture-postcard town of Dartmouth and the Dart winding its way gently through the hilly Devonshire terrain.

And for 101 years, the role of that imposing college has been largely unchanged: to turn young people into young officers for the world's finest navy.

But aged 101, Dartmouth is evolving.

"People think of the building, and it is impressive. It has that 'wow factor'," explained Cdr Nigel Philpott, charged with looking at BRNC's long-term future.

"But behind that, there's real-time technology. Dartmouth is not just a 100-year-old building."

It is not. It's no longer 'just' the place where budding naval officers learn the rudiments of their trade.

The college wants to be regarded as the school of naval leadership.

This marks a sea change for Dartmouth. "As recently as a couple of years ago, all we did was produce cadets for the Fleet," Cdr Philpott said.

"When a cadet left, you wouldn't see them again – unless they joined as a member of staff. Now it's very much 'cradle to the grave'."

The 'cradle' arrives shortly; the Admiralty Interview Board will soon re-locate from HMS Sultan in Gosport to Dartmouth, seen as a much more logical place to introduce potential officers to the world they hope to join.

And the 'grave'? Well, BRNC doesn't quite go that far, but it does want to be seen as the place for 'through life' leadership guidance.

"The idea is that everyone from a killick to a commander will remember Dartmouth as the *alma mater*

of leadership," explained Lt Cdr Richard Harris, training executive officer.

Sailors from HM Ships Cumberland and Argyll have all 'bonded' on leadership courses; more will follow. The college has also been actively involved with front-line training, assisting the Flag Officer Sea Training.

But the leadership idea extends far beyond the RN. In the 21st Century it has to.

"We cannot support BRNC on a few hundred cadets a year," said Cdr Philpott.

No, but BRNC can be supported accommodating 3,600 people a year. The skills the RN possesses are envied by civvy street, even sports side.

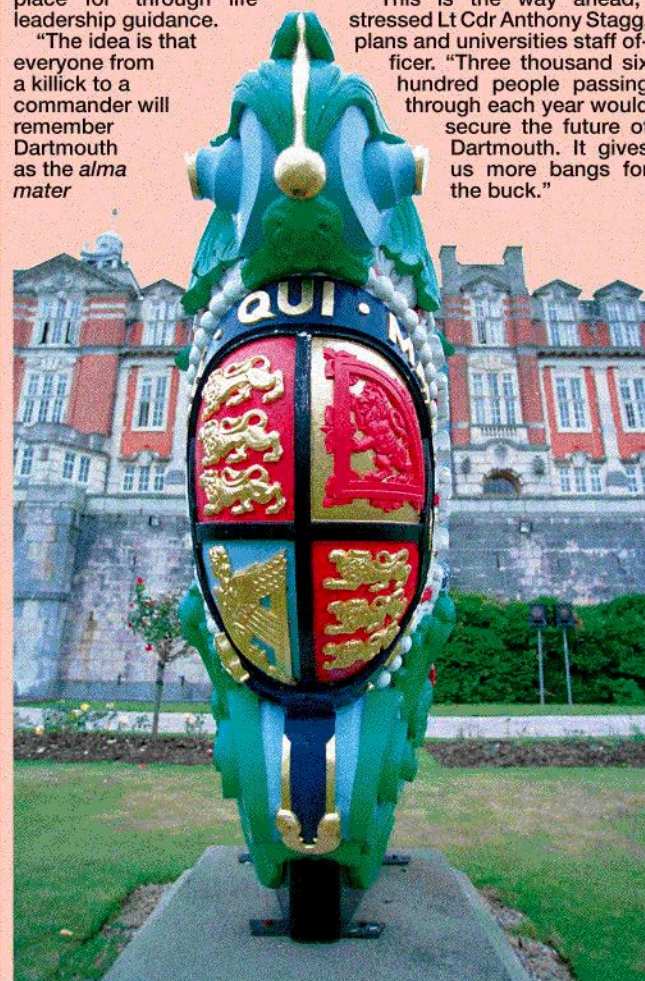
London Irish rugby union side headed to the college to find out why a talented team on paper – stars include Mike Catt and Kieron Dawson – weren't bonding on the pitch. Three days of team-building at Dartmouth brought about improved performances...

The CBI, the umbrella organisation for British business, and other government departments are keen to tap into Dartmouth's expertise.

It will bring in cash for the RN. But it's not all about money. "There is a public relations benefit of exposing outside industry to the RN," Cdr Philpott added.

To accommodate the hoped for influx to the Nelson Leadership School (well, it couldn't have any other name, could it?), the current quarters of the RM Band will have to be refurbished – and a new home for the musicians provided – plus new single living accommodation, as a cost of between £2m-£5m.

"This is the way ahead," stressed Lt Cdr Anthony Stagg, plans and universities staff officer. "Three thousand six hundred people passing through each year would secure the future of Dartmouth. It gives us more bangs for the buck."



the champions

HER Majesty's Ship Chester is not a vessel a correspondent of Jane's would salivate over.

She's a tired, poorly armed, sluggish picket boat with a kitchen that's state of the Ark rather than state of the art. (Oh, and if anyone can tell me how to flush the loo, I'd be grateful. Going to the moon seemed simpler.)

Tired and old she may be, but she flies the White Ensign nevertheless.

For three nights and four days, the boat chugs up and down the Dart, or out into the Channel as far as Brixham, on various missions set by her assessors.

Some assets called in are real: helicopters regularly take part in winching exercises.

Naval gunfire support from the 'task force' mustered off Dartmouth is rather more basic.

"Boom, boom, boom," cries Lt Joseph Couval, a French liaison officer who is the cadets' assessor. 4.5in shells crash down on an enemy machine-gun post (which bears a remarkable resemblance to a beach house).

The gunfire support is most welcome. But you have to call for it. That's just one thing the officer is looking for from the cadets: initiative.

Sent to recce Brixham for an amphibious landing, only one picket boat in the force thought to take photographs of the port and environs. Some cadets did remember to mark the location of mines on the map.

It is, of course, easy to sit in judgment of these young men and women: I've not lived on a clunky old boat munching rat packs for three days without showering or catching more than a few minutes' sleep.

At 3am each morning the cadets are woken with instructions for the coming day, instructions which they must turn into an action plan by mid-morning.

The assessing officer clambors aboard at 6am before the mission begins, then watches the cadets in action.

Over the span of the Maritime



● The new-look SA80 got the thumbs down from troops... A French cadet aboard HMS Chester keeps 'snipers' pinned down

Leadership (MARL) course, each rookie officer will take it in turns to be the CO, XO, navigator and officer of the watch, irrespective of their chosen branch.

Chester's crew are for the most part budding aviators. It's fair to say these hopeful wafus aren't enamoured by life as fishheads (a feeling they'll probably keep for the rest of their careers – Ed).

"It's hard," admits S/Lt Alex Napier. "We're tired out, but it's important that whatever branch you're going into, you know what the general navy is all about."

His 'CO' for the day, S/Lt Jim Shattock isn't quite so convinced. "I think some of my time here might have been better spent," the budding airman muses. "Some of my time here has been useful, though. It gives you an idea of the sea."

Whether or not he's enjoying his time at BRNC, the CO is reacting well on this mission.

Chester must sail up the Dart to pluck 600 refugees to safety from a war-torn former British colony.

Lt Couval is impressed by the response not just from Chester's

captain but his entire team.

"The CO must step back, look at the bigger picture, delegate, not focus on the small details," the Frenchman explains.

"Some people can completely collapse when things start to go wrong. They might have excellent brains, carried out excellent planning, but cannot handle it when the plan goes awry."

Like the FOSTies in Devonport, the assessor is also mischief-maker-in-chief. He tosses firecrackers about the boat to simulate small arms fire – all that Chester can respond with seemingly are wooden paddles standing in for SA80 rifles – or causes engine failures.

A couple of women are dangling their legs in the water on the river bank. "Look out, snipers," Lt Couval shouts. He grabs his binoculars. "I must have a closer look..." then adds with a gallic sigh: "Damn, the lady isn't as young as I thought she was."

Back to war. More firecrackers. Heavy machine-gun fire this time. The captain orders a crewman to fire back with his 'paddle'.

Lt Couval shakes his head in

disapproval. "Think laterally," he mutters. "You have an entire task force at your disposal. Marines, helicopters, gunfire support."

Perhaps exhaustion is clouding the cadets' judgment now we're on day three of the course.

"The worst thing is the lack of sleep, dealing with orders at 3am. You notice your reactions slowing down," S/Lt Shattock admits.

Aboard task force flagship HMS Hindustan (the former mine-hunter HMS Cromer, now converted to a training ship), Flt Lt Evan Flockhart oversees Shining Providence, the codename for this week's MARL course.

It is up to him to co-ordinate the four days of exercises – a sort of four-day Thursday War in microcosm – and ensure the 30 or so cadets on the water are thoroughly assessed. Extra assessors – 'pinkies' – are drafted in to oversee cadets judged to be failing the course.

Because this is a serious business. "If you fail MARL twice, you are out of the door," Flt Lt Flockhart says bluntly. "We cannot take the risk of putting you in the front line."



● Lt (SCC) Brian Moir RNR, Area Staff Officer (Ceremonial), Northern Area, helps ensure order on the flight deck of HMS Albion

Capital day for Corps

ONE OF the newest warships in the Royal Navy hosted one of the oldest maritime charities when the Marine Society and Sea Cadets celebrated their 250th anniversary.

Assault ship HMS Albion paid her first visit to London

to stage the event, anchoring at Greenwich to welcome the Queen – the charity's patron – on board for an official reception.

As Albion passed through the Thames Barrier she had 250 Sea Cadets on board, drawn from units around the country for a week's experience of life in the

Royal Navy.

Some of them were detailed off to form up the figure 250 on the flight deck on the passage up river, and there were more ceremonial duties on the day of the royal visit.

The Queen inspected a 96-strong royal guard while a massed band of 70 cadets performed on the flight deck; also on board were 500 invited guests.

One of the main features of the day was the window ladder display by members of the Tameside unit.

The precision display was watched by the Queen, and after they finished their performance to the strains of *Rule Britannia*, played by the Royal Marines Band, the youngsters ran up the ramp to meet the Royal guest.

Unit training and PR officer John Mottram said: "All the cadets on board did a great job, and their week on the ship and its receptions will likely be an experience they will never forget."

The Marine Society was formed in June 1756 when prominent merchant John Thornton and his friend Jonas Hanway, along with 22 other interested parties, met to discuss the effect of the Seven Years War on trading conditions.

A direct result was the recruitment and training of lads off the streets to man British warships.

The Marine Society was born that evening, and Thornton's descendant Henry is still a trustee today.

The Sea Cadets can trace their history back to the Crimean War, when sailors formed Naval Lads' Brigades for orphans in sea ports, the first being at Whitstable.

The Brigades were adopted by the influential Navy League in 1910, and in 1919 the title Navy League Sea Cadet Corps was adopted. The title changed to the Sea Cadet Association in 1976, and this merged with the Marine Society in 2004.

■ Sea Cadets news – pp 46,47



● Sea Cadet Drum Major Glen McGovern, of Reigate unit



● Sea Cadets on parade on the flight deck of HMS Albion during the Marine Society and Sea Cadets anniversary ceremony



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● The Queen looks delighted to meet Sea Cadets from units around the country on the flight deck of HMS Albion in London



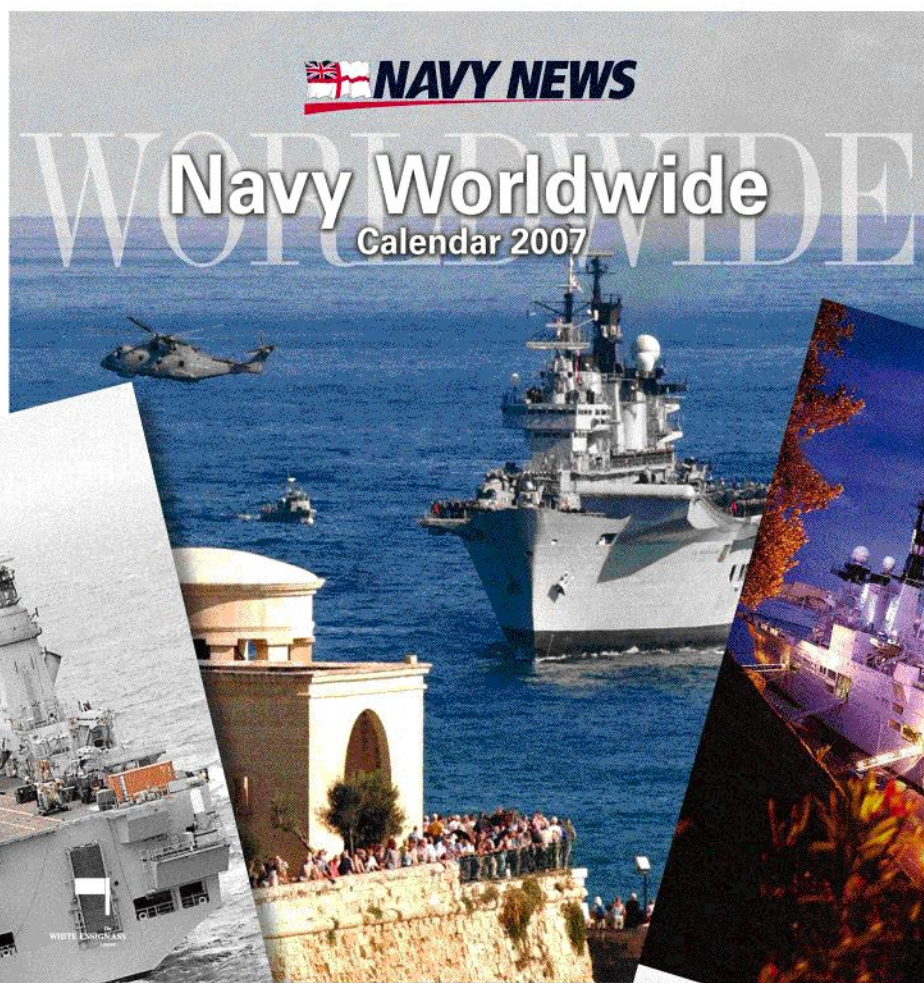
NAVY NEWS

2007 CALENDAR

From the icy Antarctic to the sizzling tropics: The "Navy Worldwide" is the theme of the 2007 Navy News calendar. Full colour photographs of ships, submarines, helicopters and hovercrafts are featured against a variety of stunning and atmospheric global locations. Each of the photographs is accompanied by a table of interesting facts and figures.

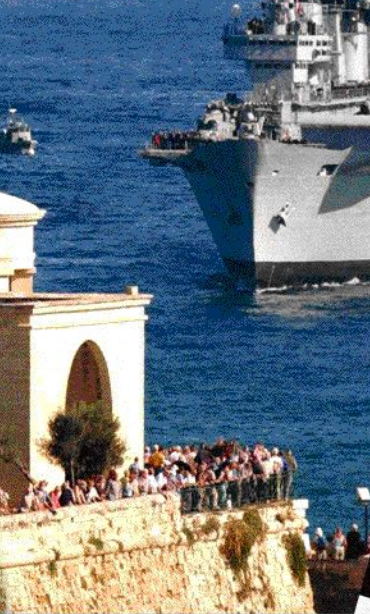
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'ONCE NAVY, ALWAYS NAVY'

Celebrations mark 25th anniversary

PRIOR to a happy social evening in the Redruth RBL Club to mark the 25th birthday of the **Redruth and Camborne** branch, members attended a number of other functions in the area.

The branch, with its two standard bearers, was well-represented at a civic parade in Redruth, followed by a successful day at RNAS Culdrose, by the branch publicity team.

Members also enjoyed the Culdrose Falklands Dinner and turned out in strength on the following day, with their standard bearers, for Sea Sunday service and parade, organised by the **Falmouth** branch.

■ Sea Sunday was also celebrated by members of the Cyprus branch at All Saints Church in Episkopi, where they were joined by shipmates of the Cyprus Squadron RN and the 57th Episkopi Sea Scouts.

Conference to discuss benefits for veterans

VETERANS who travel abroad are often surprised by the discounts and benefits offered to their counterparts in Europe, and particularly the USA.

Cheaper travel, insurance, hotels, theatre and cinema tickets for veterans are far more common abroad than in the UK.

"It's not that the British won't do it - it's that we forget to ask," said Paddy McClurg, Acting General Secretary of the RNA.

"The British are not good at asking for discounts."

Veterans in Europe and the USA tend to have more political influence as well as the financial edge, although the RNA is keen

to capitalise on the government's commitment to veterans.

All this and more will be discussed at the International Maritime Confederation in Portsmouth this month, when Britain hosts the annual Executive Council meeting.

From September 9 to 11 delegates from all over Europe, including France, Spain, Belgium, Italy, Holland and Germany, will meet in HMS Nelson for three days of discussions and social events.

The confederation is supported at the highest level by the Royal Navy, with the First and Second Sea Lords and Commander-in-Chief Fleet all attending various events.

It has also been greatly assisted

by Cdre Donald Gosling; Flagship Training Ltd; and Pussers' Rum.

Cdr McClurg said: "The RNA is anxious to seek improvements to the benefits available to British veterans."

"We are determined to learn from the experience of others and pursue every avenue of improvement for our people who have served their country in peace and war."

The conference includes an RNA parade on Sunday September 10 from the west end of Southsea Common, with massed RN volunteer bands and standards.

The parade marches to the Anglican Cathedral in the High Street, where there will be a service at 1115 at which the preacher will

Hanworth pays its respects

HANWORTH branch held their annual Memorial Service to remember those of the branch who have crossed the bar and for shipmates who would like to remember their loved ones.

The branch buys crosses from the Royal British Legion and places them in their own Memorial Garden.

This year four standards were in attendance - the Hanworth branch, the RN Patrol Service Association, the RM Association and the FAA Association.

be Archdeacon the Venerable John Green, Chaplain of the Fleet.

All are welcome to the service and march-past.

Anyone wishing to attend other parts of the conference should contact Cdr McClurg by email on paddy@royalnavalassoc.com



● Residents of Pembroke House Charles Newton (ex-CERA), Patricia Findlay (VAD Malta 1940-1943) and Bill Needham (ex-CPO(W)) are more than pleased with their new minibus, courtesy of Battersea branch

Branch closure yields new bus

FOR MANY years the Association has been a fervent admirer and supporter of Pembroke House, the care home for elderly sailors and their families in Gillingham, Kent, writes RNA National PRO S/M Steve Caulfield.

The home, beautifully maintained and cared for by the RN Benevolent Trust (RNBT), provides sheltered housing and nursing care of the highest order in old age for naval people and those with close naval links.

Set in pleasant surroundings and surrounded by carefully nurtured gardens, Pembroke House is a happy and caring environment where our senior naval brothers and sisters enjoy good conditions and happy companionship.

One of the most valued assets in Pembroke House is the home's minibus, which is well-used to enhance the lives of the residents by taking them on shopping trips or outings to the nearby countryside.

The existing minibus, which had been provided by the RNA, was beginning to show its age and was getting near to replacement time.

An enormously-generous gift to the RNA Central Charities Fund made on closure of the RNA Battersea branch, enabled the Association to purchase a new bus fitted out with wheelchair and other disablement aids for the home.

The RNA Battersea Bus was presented at a party held in the home, while on the same occasion (and at the suggestion of the Sea Cadet Corps) the old minibus was transferred to the Medway Towns Sea Cadets for their use.

The RNA was represented by its National President, Vice Admiral John McAnally, who formally handed over the new bus to the President of the RNBT, Cdre Peter Swan, who then gave the RNA the old bus back for redistribution.

Both the RNA and RNBT were well-represented at the occasion. However, as usual, the stars of the show were the residents themselves, who have the rafters of Pembroke House ringing with laughter and song. They may be old but they are not dull!

Of course, all in the RNA are very grateful for the extraordinary generosity of the shipmates of Battersea.

It is always sad to see an RNA branch close because of falling numbers, however, these shipmates made the best of a bad job and ensured that their assets were put to good use.

The RNA, RNBT and the residents of Pembroke House are grateful for their thoughtfulness, kindness and concern.

Naval Quirks

IN JUNE 1795, CORNWALLIS'S FLEET OF 5 BATTLESHIPS WAS ATTACKED BY 12 FRENCH BATTLESHIPS OFF BRITANNY..



.. IT LOOKED LIKE HE WOULD BE OVERWHELMED BUT THEN THE FRIGATE "PHAETON" SIGNALLED, IN FULL VIEW OF THE ENEMY, TO AN IMAGINARY RELIEF FLEET ASKING FOR HELP..



.. BY SHEER GOOD LUCK SOME SAILS APPEARED FROM THAT DIRECTION TO AID THE DECEPTION AND THE FRENCH DULY FLED - DEFEATED BY A RUSE!



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YES, THAT'S THE SORT OF THING..



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This stylish hooded sweatshirt has front kangaroo style pockets, comfortable rib trims and matching colour draw cord in the double thickness hood. Made from a 50/50 Combed Ring Spun cotton and polyester mix the tubular body construction ensures maximum shape retention. Available in Navy and Sports Grey. Sizes: S:38" M:40" L:42" XL:44" XXL:46"

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SEPTEMBER STYLE



White Ensign Reversible Regatta Jacket

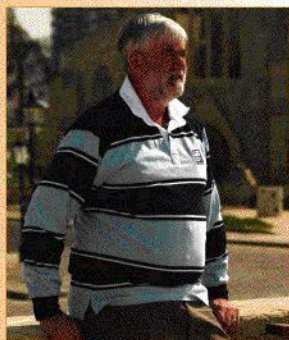
This anti-pill reversible fleece is the ideal lightweight jacket. One side a grey marl fleece, the other an ash jacket, change the style dependent on the weather or your mood! The jacket is made with windproof micro fibre and is water repellent. It comes complete with 2 zipped lower pockets on each side and a drawstring bottom to keep out the wind. Sizes: S 38" M 40" L 42" XL 44" XXL 46"

£32.99 UK

Royal Navy Long Sleeved Striped Rugby Shirt

To complement our range of rugby shirts we have this long sleeved striped rugby shirt. Uniquely embroidered with the Royal Navy logo, this rugby is a must have! Sizes to fit: S:32/24" M:36/38" L:40/42" XL:44/46" XXL:48"

£35.99 UK



Club refurbished

GRAVESEND branch RNA/RNA Club is undergoing a four-week refit which will see wiring and lighting upgraded and a new sound system installed, allowing live entertainment most weekends and adding to its reputation as a vibrant social club.

The branch/club also recently signed its new lease to give the club another five years, enabling it to host branch meetings and making it a contender for premier RNA club in No 2 Area.



● Plymouth branch treasurer S/M Bob Shaw does his impression of a rum bosun, assisted by his wife June

In memory of the Tot

A CLOSE encounter with the rum tub was in order for members of Plymouth branch who were able to attend the Tot Night Commemoration Ceremony, held at the WOs and SRs Mess at Devonport Naval Base.

The event marks the demise of the daily rum issue throughout the Royal Navy.

Although a very good attendance put pressure on the branch stock of rum, the rum bosun

ensured measures were strictly controlled.

It was also noted that more ladies than usual opted for a tot of rum in preference to the usual liqueur alternative - signs of an emerging social trend, members wondered?

They also dismissed reports of massive outbreaks of scurvy in tot-less areas of the city as "probably exaggerated and to be disregarded."

How to order: phone 023 9282 6040 - or write to:

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NAVY NEWS

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Accolade for Cardiff chairman

CARDIFF branch is very fortunate to have S/M Andrew Clarke as chairman.

Apart from editing their 'excellent' monthly Newsletter, he helps raise loads of cash for charity and plays a major role in branch life.

Voted Shipmate of the Year by members, he was presented with the Tom and Joan Davies Shield by branch president S/M Gordon Phillips.

During his Naval service, S/M Andrew served in HM ships *Illustrious*, *Fife*, *Antrim*, *Cardiff*, and saw action in the Falklands.

On leaving the Navy in 1999, he joined Cardiff branch, and was voted chairman in 2000.

■ When branch member S/M Fred Jenkins donated a magnolia tree to RN Hospital Haslar in 1981, it was planted in the grounds, complete with an inscribed plaque.

During later building works the tree was moved, but died.

To compensate, S/M Fred donated golden elm trees, which were planted on a site fronting the hospital's squash courts by then Director of Physical Training and Sport, Capt I.F. Chrishop.

Branch members hope the elms are in good health and are reaching their full height.

Plans in hand for anniversary

PLANS are under way to mark the 60th birthday of Plymouth branch on October 15, with a service at 1100 in St Andrew's Church where the Plymouth branch standard will be rededicated, followed by a parade, led by the band of the Royal Marines.

The ceremonies over, a reception will be held in the St Johnstone Club (opposite HMS Drake).

Standard bearers and shipmates planning to attend should send names, as soon as possible, to S/M J.R. Peterson, 14 Sunnyside Road, St Judes, Plymouth PL4 9LE.

RNA 'much more than just blokes in blazers'

Woking parade is a big success

AS THE Woking branch is one of the chief instigators in organising some of the major parades of No 2 Area, it is not surprising that they should organise a successful Veterans Day parade, the first to be held in Surrey.

Watched by a big gathering of local people, shipmates supported by those of Camberley and Greenford and local veterans associations – displaying 11 standards – proudly marched to the War Memorial for a wreath-laying ceremony and a service of thanksgiving.

The service, conducted by branch chaplain Rev Barry Grimster, was attended by the Mayor of Woking Cllr John Kinsbury, and the Mayoress, Linda Kemeny, who inspected the parade and took the salute at the march-past.

After the parade it was 'Up Spirits' in the Railwayman's Club for a joyous celebration which was also enjoyed by the Mayor and Mayoress.

SHIPMATE President McAnally – or Vice Admiral John McAnally to give him his full title – has an ambitious aim: to get 1,000 serving sailors to join over the next two years, writes Sarah Fletcher.

"Serving people tend to think of the RNA as blokes in blazers, but if they joined they'd find out there is a lot more to it than that," he said.

"We need to remove the widely-accepted, but mistaken, perception of the RNA as an old fogeys' drinking club – that is how some serving sailors see it.

"But in fact it is useful in raising the national profile of the Royal Navy – it is our only footprint in some parts of the country apart from the Sea Cadets – and for serving people it can be helpful in finding employment."

With a million sailors serving in 1944 and only 38,000 today, the organisation cannot hope to sustain its current level of membership, hence the current drive.

One idea is to forge stronger ties between serving personnel and RNA branches, with branches "adopting" sailors and inviting them to dinners and social events; this has already been successful in the Portland branch.

And to attract members of all ages there are plans to improve the tangible benefits of membership, from cheaper car insurance to holidays.

Admiral McAnally said: "There's a feeling that your subscription disappears into HQ and nothing comes out of it. We need to improve the benefits of belonging, and publicise them."

The Association runs on a shoestring, with only four salaried staff at its HQ in London. Its 400 branches are run by volunteers.

A report presented to the RNA conference in Aberystwyth in June highlighted the need for changes and reforms to bring the organisation into line with current legislation and business practice.

"We have very few people to carry through all the changes, with multiplying governmental and international contacts, which are essential if the RNA is to flourish," said Admiral McAnally.

"To survive we have to become more influential, not less. I would like to see us contribute more to

national debate on veterans."

He added: "We have a government that is much more interested in veterans than previous governments have been, and we need to emphasise the collective national importance of the organisation."

The idea of relocating the HQ from London to Portsmouth will be seriously considered at the National Council this December. Supporters believe moving to the historic home of the Navy would raise the RNA profile.

Admiral McAnally has been President since June 2001. The job, he says, has been an "eye-opening and heartwarming" experience.

He said: "I too had precon-

ceived ideas about blokes in blazers, but soon found there was such a lot more.

"The people seemed entirely familiar when I joined. The essential spirit of the Navy and its sense of humour doesn't change.

"I thought at first the use of the term 'shipmate' was a bit twee, a bit anachronistic, but in fact it expresses a genuine feeling about how people see each other.

"And it is rank-less – although they are generally kind enough to call me Shipmate President!"

The intangible benefits of the RNA, he believes, are the friendship and mutual support it offers.

He said: "Old age, sickness, bereavements – comradeship can help a lot in these inevitable travails. Our older members in particular appreciate the worth of this. Our people do a lot for one another."



● This year's Association Christmas card features a festive scene as viewed from HMS Victory in Portsmouth Historic Dockyard. Cards will be available from mid-September but early orders are recommended so that a reprint can be arranged if necessary. As last year, they will cost £3.50 for a pack of ten cards and envelopes.

Ocean contingent at Ouistreham

THE ANNUAL Service of Remembrance was held at the RN/RM Memorial at Ouistreham in Normandy on June 6 to commemorate the part played by the crews of landing ships, craft and barges on and after D-Day in 1944.

The service was attended by veterans of the LST and Landing Craft Association, and three groups of currently-serving personnel – sailors from HMS Sultan in Gosport, Royal Marines from the Mountain Leader Company at Lympstone, and a group of Royals and sailors from HMS Ocean, which was alongside at Cherbourg at the time.

The Ocean contingent was particularly welcome, representing the largest of the Royal Navy's amphibious ships (and the largest ship in the Fleet).

Malaysia medal is established

A PINGAT Jasa Malaysia medal (PJM) has been established by the Government of Malaysia for all UK Service personnel who served there for 90 days or more during the period August 31 1957 to August 12 1966, or in Singapore during the period August 31 1957 to August 9 1965 inclusive.

The Queen has granted permission for the PJM commemorative medal to be accepted by British citizens, but with conditions – it cannot be worn, nor can it be awarded posthumously.

Shipmates eligible for the medal can receive their application form from branch secretaries or, failing this, from RNA Headquarters.

Once the forms are completed and vetted they will be sent via the MOD to the Malaysia High Commission for necessary action.

Details of when the medal will be available are not yet known.

D-boat past and future

THE FUTURE of the Royal Navy met up with the past when an officer from the new Type 45 destroyer HMS Daring inspected members of the D-Boat Association who had gathered at HMS Nelson in Portsmouth.

Cdr Simon Corry had just taken the salute at a march-past with a naval cadet band.

More than 100 members later sat down to lunch in the WO's/SRs Mess.

Anyone who served in ex-World War 2 Defender-class or 1950s Daring-class ships who would like any more information about joining the association should contact Mike Smith, D-Boats Association secretary, at 206 Main Road, Clenchwarton, Kings Lynn, Norfolk PE34 4AA, telephone 01553 765530.

£50 PRIZE PUZZLE



THE mystery submarine in our July edition was HMS Acheron, and she was pictured passing beneath the Brooklyn Bridge in New York.

The £50 prize goes to Mr M. Kirkham of Lee-on-Solent.

This month's ship is pictured on wartime duties in the Arctic; she also saw action in the Mediterranean and Far East, and later during the Korean War.

She was launched at the yard of Alexander Stephen on the Clyde in 1939 and scrapped at Faslane in late 1962.

Can you name her, and her modified 'sister' launched at the

same yard in 1942?

The correct answers could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is October 13. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 139

Name

Address

My answers


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Who can join?

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- Maintain Naval traditions
- Enjoy social activities
- Re-unite shipmates
- Remember the fallen
- Help the disabled
- Look after the needy
- Cheer up the distressed
- Stand together in unity

How to join

Write to RNA HQ
82 Chelsea Manor Street
London SW3 5QJ
Tel: 020 7352 6764
Fax: 020 7352 7385
www.royal-naval-association.co.uk



MOD moves for pardon for men shot at dawn

DEFENCE minister Des Browne has announced that the government will seek parliamentary approval to pardon more than 300 members of the Armed Forces executed during World War I for military offences such as cowardice and desertion.

The minister said: "Although this is a historical matter, I am conscious of how the families of these men feel today. That makes this a moral issue too, and having reviewed it, I believe it is appropriate to seek a statutory pardon."

The intention is to add an amendment to the Armed Forces Bill due to be debated this autumn.

"I believe a group pardon, approved by Parliament, is the best way to deal with this," said the Secretary of State.

"After 90 years, the evidence just doesn't exist to assess all the cases individually. I do not want to second guess the decisions made by commanders in the field, who were doing their best to apply the rules and standards of the time."

"But the circumstances were terrible, and I believe it is better to acknowledge that injustices were clearly done in some cases, even if we cannot say which – and to acknowledge that all these men were victims of war."

The pardon will cover all those executed during World War I under the Army Act 1881 and the Indian Army Act 1911, and

will require consultation with a number of other affected countries' governments.

Some 312 men were shot at dawn for military offences that included the crimes of cowardice and desertion during World War I.

However more than 3,000 men were sentenced to death during this time, with 90 per cent having their sentence commuted.

Official Naval records indicate only one man from the Royal Navy was executed in this way – S/Lt Edwin Leopold Arthur Dyett.

Commissioned as a temporary sub-lieutenant Edwin Dyett served with the Nelson battalion, part of 189 Brigade serving in the Royal Naval Division.

It seems that the horrors of the battlefield had already shattered the young man's resolve, and he had applied to be transferred back to sea because his nerves were unable to stand the strain of trench warfare.

On November 13 the RN Division was pressing toward the village of Beaucourt on the Somme. After heavy losses, the sub-lieutenant was called forward from the reserve to bolster his battalion.

In the foggy and muddy conditions, Dyett failed to find his unit after searching for many hours. But to his misfortune, he came across S/Lt William Fernie leading a band of stragglers to the front. Dyett refused Fernie's order to

follow his column, choosing to return to brigade HQ for fresh orders. Fernie – Dyett's equivalent in rank – sent a message back stating that Dyett had refused a lawful order.

In a court martial held on Boxing Day, Dyett was condemned to execution. Of the three senior Army officers on the board, one tried to have the sentence commuted but the other two held firm.

Interestingly, under Naval law a sentence of death could only be carried out with sanction of the Admiralty, and there is no indication that this was considered – so Dyett's execution may well have been illegal.

Make it official

ANYONE running associations should consider getting in touch with the MOD's experts in copy-right and trade marks.

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Find out more by e-mailing ipr-cc@dpa.mod.uk or calling 0117 913 2862.



NOTICEBOARD

THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the September headlines of past decades...



● HMS Striker, long-time home of Able Seadog Bunts

40 years ago

ABLE Seadog Bunts of tank landing ship HMS Striker was due to draw his pension, retiring from the service as his ship returned home to Portsmouth from Aden.

Given to the ship as a puppy in 1958, the canine shipmate had served in the ship ever since – so it seems that eight is the official retirement age for seadogs...

Fortunately Bunts was assured of a nice retirement package at the home of CPO Pat Brook.

30 years ago

The picture of a naked Mary Millington inside submarine HMS Otter at Nassau had upset one reader.

Mary told Navy News in her defence: "It was so hot that I went topless, and then stripped off completely."

"It was just skylarking – and all my doing. They were nice boys and I'd hate to think that anyone got into trouble."

Of course, those sensitive souls of this publication in 1976 took the opportunity to run that nude photo again...

20 years ago

In 1986 Navy News reported the retirement of Capt Derek Oakley RM, the longest-serving Royal Marine and the last to wear World War 2 medals, who had racked up 42 years of service in total.

The captain earned special mention in these pages for two reasons – he had been editor of *The Globe and Laurel* for an enduring innings of more than 17 years, and he was the longstanding cricket correspondent on Navy News' own sports pages.

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Appointments

Lt Cdr J McGuire to HMS Sovereign as CO on September 13.

Rear Admiral R P Boissier to be promoted Vice Admiral and to be Deputy Commander-in-Chief Fleet and Chief Naval Warfare Officer (as Head of Specialisation) on October 31.

Brigadier A Salmon to Commando Training Centre Royal Marines as Commandant on September 4.

Lt Cdr J D Lett to HMS Mersey as CO on December 4.

Cdr M J Connell to HMS Chatham as CO on December 12.

Cdr M I Newland to HMS St Albans as CO on September 12.

Cdr J B Woods to HMS Cornwall as CO on January 16 2007.

Lt Cdr G C S Smith to 849 Squadron B Flight as CO on December 6.

Rear Admiral D J Cooke to be Commander (Operations) to the Commander-in-Chief Fleet, Commander Submarine Allied Naval Forces North, and Rear Admiral Sub-

marines (as Head of Fighting Arm) on September 19.

Lt Cdr J A Craig to HMS Blyth as CO on July 24.

Lt Cdr R Wilson to HMS Somerset as CO on January 23 2007.

Capt P J Thicknesse to RNAS Culdrose as CO on October 23.

Cdr S R Drysdale to HMS Superb as CO on December 5.

Cdr M K Utley to HMS Portland as CO on December 12.

Reunions

SEPTEMBER 2006

HMS Bristol: Reunion September 16 in the WO's/SR's and SNCO's Mess, HMS Nelson from 20:00-01:00. More details from Jim Bellow at james@jbellw.freemove.co.uk or see the website at <http://www.hmsbristol.plus.com>

British Pacific & East Indies Fleet's Reunion: For all ships, held September 8-11 at Norbreck Castle Hotel Blackpool. Contact Mike Crowe for forms: 3 New Road, Lake, Sandown, Isle of Wight, PO 36 9JN or tel: 01983 405116.

Chatham Blue Jackets RN Band: Peter Moss (L/S) ex-member of the Band is looking for ex-players to reunite on September 10 at Chatham during the special reunion and parade that is to be held at the Old depot – have found quite a few but there are more to be called to muster so contact Mossy (Trombone) on 01423 734875 or write to Lane End, Strait Lane, Huby, LS17 0HF.

HMS Victorious 1941-45 Association: Mini reunion at Locker Quay Hotel, Barbican, Plymouth on September 16 at 11:30. Contact 01752 704032.

Regulating Branch Association (RBA93): Reunion in Portsmouth on September 29-30. Further details from Tony Hadley at ton34av@ntlworld.com or tel: 023 9273 8902.

HMS Dauntless: Calling those who joined the WRNS in 1981 and were in Danae 8 Division. We are getting together in Portsmouth on September 30 and staying the night in the Holiday Inn. If you haven't been contacted about this it's because we haven't been able to find you! Contact Marina 'Wacker' Sheriff at Martin.sheriff@ntlworld.com or tel: 07708 015889.

HMS Protector Association: HMS Protector Association, mini reunion September 30 at the Royal Sailors Home Club in the Nuffield Lounge. This is a replacement venue after late cancellation of the Tralee Hotel, Bournemouth. Further details and booking form available on web site <http://www.hmsprotector.org> or from Doug Harris at dougatspindrift@aol.com or tel: 01495 718870.

OCTOBER 2006
Retired Officers, Warrant Officers &

Senior Ratings of the Catering Specialisation: The 17th annual reunion dinner will be held on October 6 at the WO & SRs Mess ONA Portsmouth. Details from WO Ros Evans at rosevans@a.dii.mod.uk or tel: 01255 467981.

HMS Glory 1943-1956: Reunion at the Savoy Hotel, Bournemouth, October 6-8. More details from Tom Stallard at margaretstallard@yahoo.co.uk or tel: 01303 256457.

HMS Jupiter: Reunion, October 13-15, at the Britannia Hotel, Coventry. Contact Norman 'Jan' Blain on 01278 788559 or write to 3 Creswick Way, Burnham on Sea, Somerset, TA8 2EH.

Durham University Trafalgar Club: Dinner on October 14 in the Senate Suite, Durham Castle for all Durham Alumni who joined the Naval service. Contact Georgina Howarth at georgina@thehoworths.com or tel: 07717 435815.

HMS Illustrious Association: Annual reunion and AGM, October 20-23 at the Burlington Hotel, Eastbourne. Contact Frank Lynch on 029 2048 6063.

HMS Eagle: Final commission reunion for shipmates serving 1969-72. Reunion being organised on October 21 2006 in Warrington, Cheshire. For information contact ex (POPT) Mike Ellis at sloppro@hotmail.com or tel: 020 8995 9778 or write to Flat 2, 5 Bolton Road, Chiswick, London, W4 3TE.

Seaman Specialist: An evening of style and tradition will take place aboard the first iron-clad warship, HMS Warrior, on October 26. Bringing together the RN Seaman Specialists of the past and present with their guests. Also celebrating the 10th anniversary of the Seaman Specialist Comrades Association. Contact CPO Andy Burlington on 9380 25587 or 023 9272 5587. WO Dave Elcock on 93832 5397 or 023 9262 5397 or Vic Vance on 93832 2564 or 01329 332564.

The Neptune Association: Annual reunion lunch, AGM and memorial service to commemorate the 65th anniversary of the loss of Neptune and Kandahar at the National Memorial Arboretum, Alrewas, near Lichfield, on October 28. If you have any connection with either ship or would like further information please contact Nick Wright on 01278 734584 or see details on website

at www.hmsneptune.com.

APRIL 2007

Undine & Urchin Association: in company of Ursa, Ulysses, Urania, and Undaunted will hold their next reunion, April 13-16 at the Britannia Hotel, Fairfax Street, Coventry. For details please contact Secretary Chris Heslop at chris@cheslop.plus.com or tel: 01229 826227.

Captain Class Frigate Association: Eighth reunion takes place at Warwick, April 19-23. We invite all ex-crew members of the 78 ships to attend and enjoy meeting your old shipmates from WW2 days. Contact Harry Fine on 020 8455 9400.

HMS Ceylon (1943-60) Association: Welcomes shipmates from all commissions. The next reunion is at the King Charles Hotel, Gillingham, April 27-30. Enquiries and booking forms from Trevor Willerton at joanandtrevor@ntlworld.com or tel: 01329 314166 or write to 20 Fairwater Close, Rowner, Gosport, Hants. PO13 0HF.

MAY 2007

HMS Impregnable: The Impregnable Association are pleased to announce that the 60th anniversary will be celebrated in grand style at Plymouth, May 12-14 – all ex decorated ship's company welcome, come and meet up with your shipmates – contact Peter Moss on 01423 734875 or John Oates on 01866 832601.

HMS Opportune: Reunion at the Stretton Hotel, Blackpool from May 14 for three nights. Celebrating the 65th anniversary of the first commission (1942), D-Day landings (1942) and PQ18 our first convoy to North Russia. Contact Len Phillips, 8 Redgate, The Pippins, Northwich, Cheshire, CW8 4TQ or tel: 01606 79880.

NOVEMBER 2007

MQC128: The third reunion takes place on November 24 2007 in Canterbury. There are about 30 attending so far but would also like to hear from Shady Lane, George Wilson, Rats Chapel, Pat Kieley, Dave Holyoak and Fred Fox to name a few. Anyone from the course who wishes to attend should contact Roger 'Desperate' Dann at dann@tiscali.co.uk or tel: 01227 272669.

Entries for the Deaths' column and Swap Drafts in October's Noticeboard must be received by **September 12**



Where are you now?

HMS Abercrombie and Ark Royal: Looking for information about **Kenneth Milward** who served in the RN during WW2. He served in Abercrombie and Ark Royal but never talked much about his experiences. He lived in Manchester before his death in 1994. His son, also Kenneth, would like to learn more of his father's life in the Navy. If you knew Kenneth contact Ken Milward at sandykenuk@ntlworld.com or tel: 023 9258 0171 or write to 14 Trafalgar Square, Gosport, Hampshire, PO12 3UU.

HMS Antrim: **Stephen Hughes** served in the RN onboard HMS Antrim during the Falklands Conflict, and is looking for a calendar of events for the ship in the conflict. On the net he has found little reference to the ship's actions and hopes to find a more exact diary. Has anyone got a copy of HMS Antrim's de-commissioning book and would be willing to sell or photocopy it for him. He is keen to get in touch with any of the ship's company who served on HMS Antrim during the conflict, (especially the gunners). Contact **Stephen Hughes** at Hughes.Stephen@bigfoot.com or write to 43 East View, Glascoate, Tarnworth, Staffs, B77 2BG.

HMS Ariadne: Looking for anyone who served in HMS Ariadne, HMS Nottingham and HMS York (last ship he served on) with **Lee Wilkinson** during the period of 1984-94, he also served in the Gulf during this period. A surprise 40th birthday is being held for him in Preston, Lancs on December 16 2006. If you are available to attend or know anyone who served with him please get in touch - he would love to see you all. Contact **Emma Yates**, Area Sec, 2nd Floor Podium, The Unicorn, Preston, PR1 1DH or tel: 01772 208278.

HMS Ark Royal: **Peter Waring** is trying to locate a 'Taff' Reha. We met onboard HMS Ark Royal and did the Australian trip in 1988, he is or was a Weapons Engineer. Recently informed he was still in the RN and is now a Warrant Officer. Could he contact Peter 'Scouse' Waring at pwg_k8@hotmail.com or tel: 01234 276777.

HMS Bleasdale: Does anybody have information or pictures regarding WW2 Hunt-class destroyer HMS Bleasdale. Have tried in vain to find anything for my dad, **Arthur George Ellery**. Contact **Arthur Ellery** at Arthur.Ellery@total.com or tel: 01224 297698.

HMS Bulwark: **Ian 'Legs' Lindsay** would like to trace old shipmates from cooks/stewards mess from between December 1979 to August 1980, especially trying to locate or find information on **Ty 'Bagsy' Baker** who apart from being my bezzie oppo was a steward. Contact **Ian Lindsay** at ianlindsay1701@blueyonder.co.uk or tel: 01382 520164 or write to 15d Barnes Avenue, Dundee, DD4 9AE.

HMS Caledonia: **Peter Francis 'Mac' McSweeney** would like to contact any former shipmates (there is a photograph online at www.navynews.co.uk) from the time when they won the Bosun's Call Shield Competition in September 1938. Peter was a very young (15 years old!) Able seaman on the back row first from left, and afterwards he joined HMS Belfast. Peter wants to make contact with any of the chaps who may be alive today? He remembers one becoming a Lt Cdr, going on to a much higher rank, he thinks his name was **Darriple-Hamilton**; also a PO Carr in the picture as well, and the picture was taken in Basin in Rosyth Dockyards. If you can help contact Peter through his son, **Graham McSweeney** at gpmcsweney@mynow.co.uk or tel: 020 7602 7794.

Admiral Cunningham: **Kim's** father was in the RAN and actually met the famous WW2 RN Admiral **Andrew 'ABC' Cunningham** during the 1930s while ABC was on HMS Hood. Kim's dad left a whole series of memoirs on tape before he died in 1991, and one of those has a story about the encounter which ABC's relatives may wish to hear. We cannot find any reference to who may be his next of kin. If anyone has information can they contact **Mr Kim White** at kimthecdm@techinfo.com.au or write to 1 Simon Court, Rosanna, Victoria, 3084, Australia.

Devonport Field Gun Association: Is still open to all past Field Gunners who wish to become members. Further information from **Paula Garnham** at paula953@tiscali.co.uk or tel: 01803 322320.

HMS Duke of York: **Charlie Cosgro** of the USA is looking for an old friend, **Ray Keyte** of HMS Duke of York in 1948-49. They both kept in contact those first few years, but Charlie would like to know if he's still around. If anyone can provide him with any information you can contact **Charlie** by e-mail through his daughter at fayinwarsaw@yahoo.com or write to **Charlie** at 4957 Roosevelt Boulevard, Dearborn Heights, MI 48125, USA.

Bert Fairly: Does anyone know the whereabouts of **CRS 'Bert' Fairly** or any of his family? If so please contact **Geoffrey Dann**. Last saw Bert in 1963 in Ghana in the BJSTT. Also seeking **CRS Billy 'Chick' Henderson** last seen in Singapore in 1969. Contact **Geoffrey Dann** at gdann32@optusnet.com.au or write to 27 Coprosma Avenue, Frankston, Victoria, 3199, Australia.

Falklands: Looking for the family of **Cdr Michael Croxford** who served in the Falklands War and was then resident in Wembley. Lost contact in 1982 when leaving Harrow for abroad. Now back in UK at **Forres, Scotland**, would love to discover their present whereabouts or any news of them. Please contact **Brita Pusch** at brita@macace.net or write to Dun Eistein, Gritton Road, Forres IV36 2UG.

HMS Falmouth: Looking for **Phil Cant** and **'Florie' Ford**, onboard 1963-66 after seamen's messdecks. Contact **Trevor Akeroyd 'Akers'** at akers11@supanet.com, tel: 01924 404893 or write to 139 Halifax Road, Heckmondwike, West Yorkshire, WF16 0DR.

Alexander Claud Forsyth: Served in the RN during WW2. His daughter is seeking information regarding her father's career or could supply information about him. After his navy days he became a pilot on the tugboats in Cape Town harbour. Unfortunately, it's believed, his time in the navy caused him what we would today call 'post war syndrome' and his health deteriorated. None of his service papers survived when he left home and as a result she is unable to trace any more information. Any information forthcoming to teresa@hardyke.com or tel: 01369 810115 or write to The Heron, Ardentinny, Nr Du-noon, Argyll, PA23 8TR.

HMS Grafton: **James Duller** served in the RN 1999-2001. Unfortunately he is unable to track his old shipmates down as he has no contact details. Looking for people who joined March 1, 1999, Cunningham 07 class, also fellow shipmates on board HMS Grafton. Some of these names are; OM(C) D Card, OM(C) Brown, OM(C) Lement, POEMA Miller, OM(AW) Belfield, OM(AW) Barnes WOM(AW-UW) Pooley, WREN Katie Marks, and a girl named Kerry(Korres) red hair. Most

of these were on HMS Grafton 2000-2001. Grateful for help to locate good friends. Contact **James Duller** at arboon@btinternet.com or write to 7 Ameland Road, Canvey Island, Essex, SS8 9PS.

HMS Hermes: **Ed Morris** is seeking **Brian Aherne Ferguson**. He served in the RN for 25 years and was in Hermes during the Falklands conflict of 1982. He would now be around 59-60 and was married to Mary. He worked for Dairy Crest in Peterborough 1990-98 and was last known to be living in a caravan at Holbeach, Cambs in 1999. If anyone can provide information could they contact **Ed** through his friend **Eddie Purcell** at judgepurcell@yahoo.co.uk or write to Apartado De Correos, 275, 03630, Sax, Alicante, Spain.

Alan Jones: Trying to trace an ex-shipmate of the late **POMEM Keith Anthony 'Waggy' Wagstaff**. Served 1976-1998. The guys name is **POWEM Alan 'Jonah' Jones** who probably left in 2000. Last heard of in the Helensburgh area, but did hear he moved to Barrow. He originates from the Birmingham area. If anybody knows where he may be please contact **Lorraine Wagstaff** at waggy1@hotmail.co.uk or write to 12 Atholl Grove, Hawley Hall, Wigan, WN3 5NB.

HMS Lion 1961-63: 'Chicko' Chapman is trying to contact any of the Seamen Mess, in particular **L/S 'Gilly' Gillooly** last heard of heading for Oz. Caught up with **Derek Healy** in Portsmouth last month. But surely we are not the only two to have not crossed the bar! Also looking for the Commissioning Book. Anybody got a copy or can tell me any information with regard to Lion 2nd commission. Contact 'Chicko' Chapman at chapple1945@hotmail.com or write to Blik 606 '12 - 2749, Ang Mo Kio, Ave 5, Singapore, 560606.

HMS Marlborough: **Jock Hamilton** is looking to reunite with **Alan 'Jonah' Jones** of HMS Marlborough 1993-94 also **Skelly, Midge, and Pusser?** Contact **Mat Hamilton** on 01387 247149 or write to 8 Carruchan Place, Cargenbridge, Dumfries, DG2 8JJ.

847 Squadron, HMS Simbang 1969-71: **John 'Newks' Lawrence** is trying to trace **Pat Fortune** who served with him in Singapore and anyone else that knows him. Contact **John Lawrence** at john.lawrence203@ntlworld.com or tel: 0161 7553170.

HMS Nelson: **David Gallagher** is trying to contact former shipmates, some of whom are: **LS 'Sully' Sullivan** served on HMS Manchester and was shore side at HMS Nelson 2000-02, **OWAW2 Leah 'Smoggy' Atkinson**. Last known ship was her first draft on HMS Glasgow and **WO Jennings**, gunnery officer HMS Nelson - or anyone else who knows him. Contact **Dave Gallagher** at davidgallagher42@blueyonder.co.uk or 38 Coppergate Court, Hebburn, Tyne And Wear, NE31 1SH.

HM Submarine Ocelot 1964-67: Looking for ex-AB **Ron Lucas**, originally from Chester area. Eight of us are having a get-together in October. Would be great to see you or anyone else from these years. Contact **Bob Bragg** on 01473 404336 or **Billy Duferey** on 01274 778088.

HMS Rodney 1941: Seeking info on uncle **Tom Brittle** who served on HMS Rodney during WW2 including the sinking of the Bismarck. Believe he was an AB Gunner. Any help, photos etc will be greatly appreciated by his widow and family. Contact **Lt Cdr Stuart Hobson RN** at stuarthobson@yahoo.com or tel: 01436 676747 or write to OIC SWSB, HMNB Clyde, G84 8HL.

HMS Scylla and Juno: Seeking any old oppos around from HMS Scylla and HMS Juno from 1987-90. **Paul 'Buster' Brown** was a stoker in 3k. Contact **Paul Brown** at pbrown177@verizon.net or write to 33 Hartwell Avenue, Littleton, Massachusetts, 01460, USA.

HMS Furious and Sefton: **Robert George Bundy** served on HMS Furious (1943-44) and HMS Sefton (1944-46). He is now living in Toronto, Canada, and would like to know if there are any reunions or associations connected to either of those ships. If there is anyone who knows him he would like to hear from you. Contact **Robert** at 88 Pine Crescent, Toronto, Ontario, M4E 1L4, Canada.

Kranji Wireless/Singapore Concen 1964-65: **Barry Cuckow** is seeking **Fred Doughty** and **'Spider' Malcolm Webb** to help celebrate our Ruby Wedding in 2007. Contact **Barry Cuckow** at barrycuckow@talktalk.net or tel: 01242 252313.

RFA Tidespring: **Peter Robinson** served in the Falklands Campaign and along with the ship's Captain and Senior Pilot of the embarked flight are seeking former members of the flight from that time. This was 'C' flight of 845 Squadron and are looking for **CPO Bill Raines, CPO Thompson, PO John Humphries, CPOACMN Tug Wilson** and any of the flight and maintenance crew from 845 who were on Tidespring during the South Georgia and Falklands campaigns. Contact **Mike Tidd** at miketidd@guernsey.net or tel: 01481 266593 or **Peter Robinson** at engineerroom@tiscali.co.uk or tel: 01322 448788.

United States Servicemen: Looking for **Thomas Siegel** (Engineer) USS Fearless MSO 442 and **Kevin F Sterling** USS Eisenhower CUN69, RM Division FPO NYNY 09532. That is the only information David has on them. If anyone can provide further information could they contact **David Keenan**, c/o Tracy Keenan, 83 Farlington Road, Portsmouth, Hants, PO2 0DS.

HMS Vernon: September 1971 to March 1974, Looking for old friends **Dick Stevens, Frenchie Laband, Soapy Watson, Dickie Drew, Jock Forbes, Stan Hann**. Contact **Steve Purchase** at Steve.Purchase@bskyb.com or write to 2/1 Balcarres Street, Edinburgh, EH10 5JB.

Lt Cdr Nelson Wheelwright married **Flora McDonald** in 1912 and died in Nailsworth in 1922. They had three children including **John** who, it is believed, married a **Mary Crick** in Portsmouth in 1950. John's sisters were **Patricia** and **Jeune**. A memorial service is being planned for the members of the family who served and died for their country during the 20th century and would like to trace the **Wheelwrights**. Contact **Gordon McDonald** at sueandgordon@hotmail.co.uk or write to Forest Rose, The Stenders, Mitcheldean, Gloucestershire, GL17 0JE.

Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number. No special equipment is needed to play the standard 90-minute cassettes.

Deaths

Lt Cdr Andrew John Nicoll. Weapons Engineering Officer. Served Manchester, Invincible, Sultan, Collingwood, Dolphin, Excellent, Vengeance (Port), Glasgow, Liverpool, 2SL FOTR and Fleet FOTR; leading member of RN Motorcycle Association. July 27. Aged 35.

Marine Hayden Peter 'Rollo' Rollason RM. Rifleman with M Company 42 Cdo. Obtained Green Beret June 2005. Served Afghanistan (Operation Herrick), described by his CO as 'a shining light within the commando, a sharp and intelligent marine, and a popular and trusted friend to many'. August 2 in a road accident in the UK.

CPOWEA Darryl Thatcher. Served Drake, Leeds Castle, Royal Arthur, Defiance FMB, Coventry, Boxer, Collingwood, Sutherland and Campbelltown. August 9.

Brigadier David Nicholls RM. In the early 1970s led Arab soldiers whilst serving in the Sultan of Oman's Armed Forces in the Dhofar campaign. Commanded 42 Cdo serving in Northern Ireland. Led the joint services expedition which made the first ascent of the North West Face of Phabang in India in 1980. A lifelong member and president of the RN & RM Mountaineering Club and instrumental in the leadership of the British Services Everest Expedition in 1988. CO of 45 Cdo in 1991 spending time in Norway and Belize. Short time at HQ Royal Marines then posted to Bosnia as senior UK staff officer to the CO of Anglo-French Rapid Reaction Force Operations Staff. Returned to UK as CO of CTCRM 1997-98. Final appointment as Commander British Forces Falklands Islands 1999-2000. July 4. Aged 57.

Cdr Donald Swift DSC and Bar. Served a short time in minesweepers Bangor and Cromer and awarded DSC. In 1941 studied navigation, joined newly built anti-aircraft cruiser Bellona and participated in several Arctic convoys and Fleet Air Arm raids on the battleship Tirpitz in the Norwegian fjords. Mentioned in dispatches for his work during Normandy landings and in November 1944 was awarded a Bar to his DSC for courage and determination in a series of attacks on enemy shipping in the Channel. Navigator of Vengeance and CO of newly-converted anti-submarine frigate Wakeful. Secretary of the Scottish council of KGFS from 1967-70. June 18. Aged 91.

Cdr Angus Erskine. Served Bigbury Bay (acting as guardship in Antarctic waters) in 1950; as S/Lt Assistant surveyor in north-east Greenland 1952 and in 1954 seconded to Falkland Islands Dependencies Survey for Antarctic field work, later taking over command of the station on Detaille Island. 1963-4 served as British exchange officer with the USA Navy in Antarctica and final appointment at Rosyth on the staff of Flag Officer Scotland and Northern Ireland. April 15. Aged 77.

Cdr The Hon M A 'Mark' Tennyson DSC. Served 1933-60 in HMS York (Flagship West Indies Station), Vanquisher (Atlantic Convoys and evacuation of Troops from Dunkirk), CO MGB57 in 1940; Bicester (Malta convoy1942); awarded DSC 1943. First Lt and later CO HMS Tuscan (Italian campaign). 1946 appointed Flag Lt to C-in-C Mediterranean Fleet; divisional officer in Cadet Training Cruiser Devonshire; Naval Equerry to King George VI for Australia and New Zealand tour in HMY Britannia 1951. Appointed in Command 1st MTB squadron Portsmouth and promoted commander 1953. Served Improbable 1953-55 and Deputy to Director of Naval Training at the Admiralty 1957-59. July 3.

Cdr R D 'Robin' Sterndale-Bennett. Served 1927-64 in the Supply branch and latterly in various NATO appointments. July 16. Aged 91.

William 'Bill' E Wibberley. CPO(ME). Ships included Belfast, Caesar, Hermes, Ulster, Jewel, Bigbury Bay and Fame; also two periods at Raleigh. HMS Belfast Association and formerly a corresponding representative of the RNBT and volunteer helper with SSAFA. July 17. Aged 80.

Ernest Stokes. Stoker Mech. HMS Belfast Association; in ship 1946-47. April.

Michael R Pemberton. PO Diver; served in Vernon, Defiance, Sparrow and Cumberland. July 31. Aged 77.

A G 'Dixie' Dixon. RPO. Ships included HMS Crichton, Beach Hampton and BRNC Dartmouth retiring 1985. April 6. Aged 61.

Joe Carter. Served in Glendower. June 14.

John Hankin. Served in Glendower. July 13.

Ernie Vickers. Served in Glendower. July 21.

Eric John Miller. AB. Served 1937-45 (invalided) in Victory, Impulsive, Vernon and Carnarvon Bay. June 24. Aged 87.

Colin 'Taff' Yates. Electricians Mate (Air); ships include Ariel, Falcon and Glory, (Korea) with the 14th Carrier Air Group. Member of 14th Carrier Air Group Reunion Association. July 18 Ontario, Canada. Aged 77.

B C Poole. LST & Landing Craft Association; served LC(H)100 and LC7011. June 14.

Walter Bamford Ellis. Joined Glendower 1942 for seamanship training. Walloway for gunnery training, Safeguard (English Channel convoys), Zann and MV Stan Hill (Gibraltar, Sicily and Mediterranean convoys); MV Toronto to India and MV Tosari and British Aviator Persia Gulf and Calcutta, MV Worcestershire (evacuation to relieve Singapore and bring home POWs); also served in Dodman Point. July 29.

Peter Bywaters. CPO Engineering Mechanic. Served 1947-70 in Messina, St Kitts, Mariner, Belfast, Lowestoft and Ganges. August 2. Aged 76.

Joseph Edward Hawkwood. Diver. Joined May 1951 (one of CPO Cox's Perky Mellow's Boys); as a boy took part in Relief Operations of the East Coast Floods. Ganges Association. May 11.

John Puckering. Joined January 1955. Ganges Association.

Patrick Turner. Ganges Association.

Mike Hallett. Ganges Association.

Wilf Waterman. Ganges Association.

Don 'Aussie' McIntosh. Torpedoman. Served from 1942-46 in RMS Aquitania, HMS Foley and Lundy. July 19 in NSW. Aged 82.

Graham Hayes. CPO Writer. Served 1946-53 (7 plus 5 reserve) HMS Scorpion, G72. August 8. Aged 77.

HMS Unicorn ASSOCIATION
Ivan 'Taff' Griffiths. Leading Stoker; 1951-54 in ship. July 4. Aged 73.

Leslie T 'Les' Wilkinson. Leading Air Mechanic (A&E); 1949-50 in ship. July 6. Aged 76.

Michael 'Mike' Swayne. St Vincent boy 1948 aged 15. HM Ships Jamaica, Unicorn (became an OS), Black Swan, Cumberland, Opossum, Orion and Ark Royal. July 30. Aged 73.

John Bosustow. CPO. Joined RN at 16; served in Black Swan, Ark Royal, Jufair, Barnstone and Service Stations, HMS Unicorn 1951-52 as Leading Seaman; taught Seamanship at Raleigh for six years retiring in 1978. August 6. Aged 73.

HMS NEWFOUNDLAND ASSOCIATION
S/Lt B Lamb. Served in ship 1943-44. November 11.

A Lengthorne. AB, served in ship 1943. November 11.

H Selby-Bennett. Midshipman, served in ship 1944-45. November 13.

J Robertshaw. L/SBA(X), served in ship 1952-55. December 22.

R Shotten. AB, served in ship 1944-47. December 24.

S French. CPO, served in ship 1942-45. April 1.

D Heale. AB, served in ship 1943. May 14.

P Clifton. CPO(E), served in ship 1955-56. April 9.

ALGERINES ASSOCIATION
Archibald Lumsdaine. AB. Served Octavia. January 26. Aged 80.

Harold Brooker. AB. Served Truelove. May 9. Aged 84.

Bill Waylett. AB. Served Fancy. July 17. Aged 80.

Patrick Cutler. Sto/Mech. Served Polaris. July 18. Aged 78.

John Bayntun. Tel/TO. Served Courier. July 20. Aged 82.

SUBMARINERS ASSOCIATION
E 'Eric' Cooksley. L/Sig. Royal Berks branch. Served 1941-48 in P34 Tantalus, Trusty and Tresspasser. Aged 83.

F 'Lofty' Fellows. AB ST. Birmingham branch. Served 1942-46 in Shakespeare. Aged 82.

L S 'Len' Horan. L/Sto. New Zealand branch. Served 1941-45 in P54, Unshaken and Vitality. Aged 85.

F O 'Frank' Leech. Sto PO. Plymouth branch. Served 1935-44 in L26, Olympus, Snapper, Starfish, Clyde (twice), and Torbay. Aged 91.

J 'Jim' Wade. PO Tel. Nottingham branch. Served 1941-53 in H32, H33, L23, P34, Tabard, Trenchant, Aurochs, Thule and Selene. June 2. Aged 83.

M I 'Max' Winterburn. AB TD3. Gosport branch. Served 1945-50 in Seascope, Scorchers, Aeneas, Totem and Alliance. Aged 78.

ASSOCIATION OF RN OFFICERS
Captain H R K Bates DSC. Served: Malaya, Duke of York, King George V, Devonshire, Jamaica, Cumberland and Tiger.

Lt A E V M Bellars RNVR. Served: Bron-tosaurus.

Vice Admiral Sir Gerard Mansfield. Served: Sussex, Jaguar, Stevenstone, Unicorn, Broadsword, Mounts Bay, Opossum, Yarmouth, Terror, President, Osprey and NATO.

Captain A A Waugh. Served: President, Terror, Rothesay, Mercury, Trafalgar, Dolphin, Hermes, Dryad and Tamar.

ROYAL NAVAL ASSOCIATION
Charlie Lacey. Carshalton branch; July 10. Aged 82.

Harry Lovett. AB. Bexhill-on-Sea. Served 1948-55 in Victorious, Peacock, Starling, Bulwark and RNR Sussex. June 29.

Michael 'Mick' Puddephat. Treasurer Borehamwood branch; Ganges trained. June 30.

Ronald Bell. LEM. Princes Risborough and District branch. Served 1947-54 in Ex-calibar, Pembroke, Swiftsure, Belfast and Steephelm. Aged 77.

Stephen John Hogbin. Social Secretary West Ham branch. July 30. Aged 77.

Sports lottery

July 15: £5,000 - WO1(WEA) M J Swital-ski, MOD Abbeywood; £1,500 - LA(Phot) N J Harper, Collingwood; £500 - Mne R J Rawlins, 42 Cdo RM

July 22: £5,000 - AEM1 D J Evans, RNAS Yeovilton, 845 NAS; £1,500 - Lt C E Maley, HMS Iron Duke; £500 - LaCpl G J Wallace, Cdo Log Reg

July 29: £5,000 - POAC M A Taylor, RNAS Culdrose; £1,500 - Bd Cpl B R Simpson, RM Band Portsmouth; £500 - LCpl J Boam, 42 Cdo RM

August 4: £5,000 - Lt Cdr C J Warn, RAF St Mawgan; £1,500 - Mne J Pring, 40 Cdo RM; £500 - Lt P N Carcone, 2SL/CNH FOTR

August 12: £5,000 - Sgt C J Milkins, RMR Tyne; £1,500 - OMC S D Abernethy, Collingwood; £500 - POASE N Parker, RNAS Yeovilton

Swap drafts

Chef Mike Ord. Draft: HMS Ark Royal, December 2006 into a Leading Chef's billet. Would like to swap for: a small ship, Scotland preferred, but will consider small ship or fishery protection, Portsmouth. Contact: 07974 779437 or michael@ord8.wanadoo.co.uk.

Ask Jack

HMS Dainty and HMS Penelope: **Mary Hurst** would be very pleased to hear from anyone who might have photographs of HMS Dainty (D class destroyer) as she was during the years from 1938, when involved in the Sino Japanese War, up until the time she was sunk in February 1941. A World War 2 veteran who served aboard her during those years has asked her to write his story - the manuscript is now finished, but he does not have any photos of Dainty. Contact **Mrs Mary Hurst** at meryfmg@hotmail.com or write to 75 Uplands Road, Bournemouth, Dorset, BH9 9SR.

Guy Foley: Seeking information on a Guy Foley, possible connection to Nelson in the early 1800s Royal Navy. Unearthed many Foleys of that era, but no Guy has surfaced. All material goes to Australia to complete a longstanding family story. Contact **Bob Howard** on 01785 816022.

HMS Gordon: **Donald Arthur Robins** (lived 1916-2005) of Wyken, Coventry, Warwickshire was stationed at HMS Gordon, Gravesend on October 5 1943



The Royal Navy writes on the issues affecting you

Changes designed to introduce harmony

Bright sparks save energy

AN MOD-wide Energy Savings Week will take place next month to encourage a reduction in the amount of energy used.

As well as bringing down fuel bills – the MOD spends £280 million a year on non-operational energy – the initiative will also help to reduce carbon emissions.

The MOD recently formed the Estate Utilities Board, which will be responsible for developing and delivering a comprehensive programme which will ensure the MOD achieves its carbon-reduction targets.

And it is the Estate Utilities Board, with support from TLB holders across the MOD, which is sponsoring the week, which will run from October 23 to 28.

The Board is encouraging innovation from all MOD sites and teams to link in with the week, and has emphasised that cutting carbon emissions need not be a costly exercise, as initiatives can be carried out at all levels, as simple as switching off lights or printing out fewer emails.

THE JOINT Personnel Administration system will go live for the Royal Navy on October 26 this year, bringing with it a raft of Tri-Service Pay and Allowances policies which will take effect from November 1.

The new regulations have been devised over the last couple of years but it was decided that implementation would be delayed to coincide with the introduction of the new personnel IT system.

A number of the new allowances were introduced on April 1 this year when JPA was rolled out to the RAF.

These were allowances which could be delivered using the legacy systems to all three Services and included:

Subsistence Allowances: When travelling on duty in the UK or abroad, capped actual expenditure for prepared food, drink, necessary personal expenditure and temporary accommodation is reimbursed.

Rates are published annually by SPPol and are available from your UPO.

Movement and Storage of Personal Effects (PE): Formerly Removal Expenses (REs), the new regulations removed the requirement to serve for three years before being eligible, and introduced movement of PE for those moving into Single Living Accommodation.

The most significant changes will be felt from November 1.

In general the aim of the review of Pay and Allowances has been to harmonise policy across the three Services, target the money more effectively and, wherever possible, reduce the inequalities of

remuneration to different marital categories, ranks and rates and genders.

The headlines are:

LSSB and LSSA are replaced by a package of **Separation Allowances (Longer Separation Allowance (LSA), Get You Home Travel (GYH Travel), GYH (Seagoers) and GYH (Early Years))** and supported by a **Compensation Allowance (Unpleasant Living Allowance (ULA))**.

LSA in particular is targeted at those who are subject to the most separation, offering 14 increment levels from £6.02 a day after 100 days of qualifying separated service and up to £25.42 a day after 4,001 days.

Those with previous **LSSB** or **LSSA** service will be transferred to an appropriate rate to recognise this.

For example, 3½ years of **LSSB** (paid current rate £4.52 a day)

will give you 766 LSA days and £12.45 a day in LSA, seven years of **LSSB** (paid current rate of £8.64) will give you 1,533 LSA days and £14.70 a day and 12 years of **LSSB** plus six months of **LSSA** (paid current rate of £11.18 for **LSSB** or £9.14 for **LSSA**) will give you 2,813 LSA days and £20.48 a day.

GYH Travel is a daily allowance paid to contribute towards the cost of two return journeys home per month.

It will be paid in addition to **GYH (Seagoers)** entitlement when alongside in base port or in any other UK port for 15 days or more.

GYH (Seagoers) will be harmonised at 12 warrants for all personnel regardless of Marital Category (now known as Personal Status Category (PStatCat)) and will also include a further one warrant per 30 days displaced from the base port.

Daily Rate of Pay will be replaced by an **Annual Salary**, which will be paid in twelve equal monthly instalments.

Specialist pay, charges and allowances remain payable at daily rates:

Specialist Pay (SP) has been harmonised and now better reflects its role as a recompense for recruitment and retention of specialist skills, which underpins the rationale for reducing SP to 50% on PVR

Disturbance Allowance comes into line with regulations for movement and storage of PE basing entitlement on the type of accommodation you are moving to and opening it up to single personnel including those moving in to **SLA** and **SSSA**.

Home to Duty Travel (HDT) replaces **RILOR** and **RPOD**. Eligibility will be broadly the same.

Every claimant will pay a **Personal Contribution (PC)** where currently some do not – nine miles for those in private accommodation and one mile for those in public.

Claims will be capped at 50 miles each way, although some personnel may be allowed to travel further to work if approved by their CO.

A more positive change sees Gosport residents who choose to travel by Ferry to their place of duty in Portsmouth now being able to claim **HDT**.

While these changes coincide with JPA roll-out to the Naval Service, there is still much work being done to continue to improve the remuneration package for the future.

For these changes, though, it is important to note that there will be no reserved rights to entitlement under existing regulations.

For the **RN/RM** and **RNR/RMR** these changes will be effective from November 1 this year, where they have not already been introduced.

More information on Pay and Allowances can be found in the January and February 2006 **DIN Digests**, **JSP 754** (new Pay and Charges Regulations) and **JSP 752** (Allowances Regulations).

There will also be a round of roadshows visiting a broad range of units in September and October to brief all personnel on the introduction of JPA, including the accompanying changes to Pay, Charges and Allowances policy.

Plans are laid for logistics IT revolution

STOCKTAKING is a vital activity in most organisations – and one that usually causes groans from those most closely involved.

When you factor in dozens of different tracking systems and worldwide reach, the task begins to look onerous.

But for the Defence Logistics Organisation (DLO) help could be at hand in the shape of the Future Logistics Information System Delivery Project.

Crucial in enabling the Defence Communication Services Agency (DCSA) Logistic Applications IPT to deliver comprehensive logistic information services, the new initiative is a blueprint for a new system of tracking items.

At any one time these items could be in a store, returned to a contractor for repair, on a ship, in a forward operating base, in a UK base ready for use at home or abroad, in transit or – hopefully – with the front-line customer.

The DLO needs to know exactly how many items of stock it holds, in what condition, and where they are.

And even though the DLO is creating a single supply process, tracking and managing these items is something of a nightmare – there are still more than 180 computer systems reflecting separate logistic information system (Log IS) requirements – a result of the different ways in which the Royal Navy, RAF and Army do their business.

Many systems are old, costly to maintain and difficult and expensive to change.

Some of them can no longer be supported, bringing with it a high risk of failure, and other systems are heading that way.

And the fact that some were procured by a single Service, with different contractors involved, means there is duplication across the MOD, an unnecessary waste of resources which also hampers flexibility.

The new project will bring all current support arrangements under a new streamlined version, the responsibility of a single prime contractor, putting in place all the prerequisites (governance, business processes and commercial arrangements) for a future integrated system which will support Defence Logistic Transformation.



● Cdre Simon Charlier, ACOS Aviation, officially opens the new Fleet Regional Photographic Unit (East) building on Whale Island

Picture: LA(Phot) Dave Griffiths (FRPU(E))

Put yourself in the frame

NOT SO long ago, Navy photographers developed their pictures in darkrooms and sent the prints in the post.

Now RN photographers have state-of-the-art technology which can receive images from ships and units anywhere in the world and send them out within minutes.

The Fleet Regional Photographic Unit East has just moved into a new building in Whale Island, Portsmouth, bristling with the latest technology, including printers, live wire databases and editing machines.

The photographers had been based in a "temporary" site at Tipner, near the M275, since 1983.

Their new home, officially opened by Cdre Simon Charlier, ACOS Aviation, is just yards away from Fleet Headquarters.

The Photographic Branch is currently recruiting and successful

applicants can be on course within a few months.

Lt Cdr Martin May-Clingo, Fleet Photographic and Aviation Intelligence Officer, said: "RN photographers operate at sea, under the sea, in the air, on land – and from the Arctic to the desert."

He added: "It's a creative job and they get to see their pictures in national newspapers."

"Their other role is the analysis of satellite and tactical imagery for intelligence."

"It's a challenging and exciting specialisation."

Promotion prospects are excellent all the way to WO.

To join the Photographic Specialisation you need to have demonstrated above-average performance in your source branch and have NAMET 3:3 (soon to be Level 2 Basic Skills).

You must be recommended by your CO as being of good Leading Rate potential and possessing above-average qualities of confidence, self-reliance, tact and the ability to work unsupervised.

BR1066 Chap 19 contains all the detail. If interested see your DO as soon as possible.



The Royal Navy writes on the issues affecting you



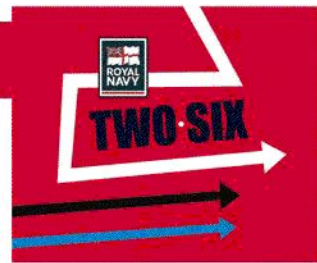
It's your 2-6

NEED to get your message across to the rest of the RN?

To feature in 2-6 contact Lt Cdr Dave Joyce at Fleet Media Ops on 93832 5376 or Lt Cdr 'Aj' Ajala at DPR(N) on 9621 85984.

The Royal Navy writes on the issues affecting you

Supporting the airbridge



IN RECENT months, there has been a number of high-profile articles and letters on the subject of the airbridges between the UK and our operational theatres.

As the officer within Permanent Joint HQ (PJHQ) charged with co-ordinating the service, I felt it was time I wrote outlining some of the facts about the manner in which we move our personnel and equipment on operations.

In doing this, I hope to provide some home truths about the performance of military and charter aircraft so that you will better understand some of the problems we face and how we are trying to solve them.

Fundamentally, no-one wants to see or hear of personnel who are delayed en-route and, for example, consequently miss some of their hard-earned R&R, but it is my aim to reassure all travellers that the very best is being done to reduce the instances of delays.

Firstly though, there is no higher priority in our planning than the safety of our personnel.

The fact is the threat to our aircraft is real, constant and cannot be ignored.

We wish to reduce risk as far as possible, and to this end, the Chief of the Defence Staff has directed that all personnel moving into and out of the operational theatres in Iraq and Afghanistan on RAF air transport (AT) must be moved on suitably-protected aircraft.

I am well aware that some other nations operate differently.

That is their choice, but the UK position is to err on the side of safety and, consequently, we are more limited in the choices available to us.

Unfortunately, not all our aircraft are equipped with the same levels of Defensive Aids Suites (DAS), which reduces the flexibility when problems occur – as they inevitably do on operations when using aircraft that are far from new.

Naturally, this small pool of assets has to be used carefully in order to deliver operational effect most efficiently.

Where we cannot fly directly to the theatre, we use a hub-and-spoke operation (this means flying a large aircraft like the TriStar to somewhere like Akrotiri or Al Udeid and then transferring personnel to an aircraft like the smaller protected C130 for the final leg into theatre); this type of operation is expensive to resource in aircraft and personnel and does not, despite popular belief, always deliver a better service.

We cannot simply purchase more protected aircraft to fill the void in the short-term; therefore, we must work within existing capabilities.

The RAF C130 fleet is almost exclusively working in support of our principal operations; adding

by Air Commodore Matt Wiles RAF

Assistant Chief of Staff J1/J4 at PJHQ

Air Cdre Wiles is responsible for all Personnel and Logistics support of UK forces deployed on operations overseas

an aircraft to one theatre inevitably means taking from another.

We are, however, increasing the number of suitably-protected aircraft.

Lengthy and complex modification programmes will increase the availability of C130 aircraft and provide more protected Tristar KC1 aircraft early in 2007.

These additions will give us greater options and the flexibility to recover situations where delays have occurred.

We must remember, though, that we will never stop the impact of weather or diplomatic clearances which can serve to unhinge the most well-laid plans.

When trying to recover a delayed aircraft, we can sometimes be forced to wait for up to a week before diplomatic clearances allow aircraft to arrive at an airfield.

Equally, the altitude and time of year, runway restrictions and fuel availability all serve to compromise payloads and our ability to make rapid programme changes.

The improvements to aircraft numbers is only one way we are trying to improve the service to passengers.

The RAF is implementing a range of improvements at RAF Brize Norton, all designed to ensure that passengers are made more comfortable and better-informed if delays occur.

Examples of these changes are, the provision of internet terminals, flat-panel information totes and easier checking in for some categories of passengers, such as those carrying only cabin baggage.

Of course, while we will do all we can to improve the situation, we can never expect to achieve the BA Business Class standard, as I am sure you will appreciate.

My staff are also currently undertaking a review of movements manning and processes (including a major review of passenger handling), in conjunction with the front line commands, across all operational theatres.

This review is aimed at ensuring that we have the most effective practice and staffing levels possible throughout all theatres.

The RAF and Army Movements tradesmen being considered are amongst the most stretched when it comes to operations; the review has to consider how we best balance the need for adequate personnel on operations with the obvious need to maintain functions in the UK.

Sometimes, the very nature of the operation itself limits how we can serve a theatre.

A land-locked country such as Afghanistan leaves us very little choice.

For the future, we hope that we will be able to use Kandahar airfield as the strategic point of entry to Op Herrick.

We are, however, still constrained by current infrastructure work on the runway and the capacity of the taxiways to take a large aircraft such as Tristar.

As soon as possible, we will adjust the way we fly to that theatre.

In Op Telic, the C130 fleet is being re-configured to give a more flexible service to the theatre as a whole.

Much of the work is ongoing, and takes time to implement, but will produce dividends.

It is important to look at some hard facts.

I have heard the groans when we talk of introducing a Tristar service to a theatre, but the reality is that during the past year, when it flew in support of Op Telic, its performance was quite good.

Eighty-nine per cent of tasks actually ran within six hours of planned times.

This was achieved at a time when we only had between one and two suitably-protected aircraft available for the majority of the year.

We experienced a few 24-hour delays, but even including those delays, the average delay to all tasks was only 3½ hours.

Setting aside reliability and looking at pure journey time, the hub-and-spoke operation, currently used in Op Telic, takes an



● A C130 Hercules operating from a rough airstrip in theatre

average of eight hours longer than direct flights from Basra for passengers to get home.

On balance, I am convinced that the Tristar is capable of delivering a good and reliable service over time.

We will never avoid the occasional difficulty, I have already outlined our limited resources and some of the constraints, but as more protected aircraft come online we will see things improve.

To summarise, PJHQ places significant importance on the maintenance of the moral component of its personnel on deployed operations.

Frustrations felt when individuals' travel arrangements are affected by delays are always felt by the commanders in theatre, at PJHQ and the front line commands.

We are, however, operating in environments that have significant levels of threat to our personnel and equipment.

It is that very threat that drives the manner in which we transport personnel and equipment.

The UK has no intention of compromising on the safety of individuals travelling to/from operational theatres, given the threat and operating constraints with which we have to live, we will

continue to make maximum use of scarce resources.

However, I have described a number of measures under way which I am confident will improve the service at all stages of the journey for passengers.


We can never avoid delays altogether, and we must remember that we are dealing with operations; expectations of the service should be placed in that particular context.

Certainly, we are not resting on our laurels, because it is our responsibility to provide the best service we can to those who are at the sharp end of defence.



● An RAF Tristar on MOD duties





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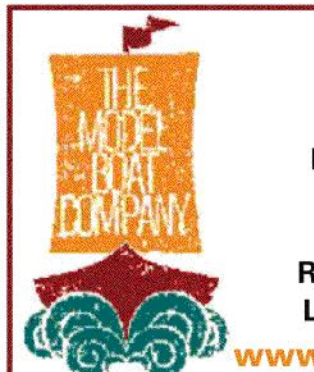
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Portsmouth taps into world wide web

PUPILS from Portsmouth High School were the first in the country to use specially-created mobile phone and web technologies within their lessons this summer. The project was part of an innovative partnership with The Sea, a company which originally developed and invented the Myartspace technology for museums and galleries.

The technology has not previously been used within schools and staff at Portsmouth High School and colleagues at the Girls' Day School Trust (GDST) have been working with The Sea to look at how the technology can be adapted and developed as a teaching aid within the classroom and across many school activities.

Portsmouth High School and The Sea designed a pilot project which saw Year 6 pupils using the technology to explore the school's beautiful grounds and gardens in Southsea.

The pupils used the phones to photograph insects and plants as well as record sounds and their own descriptions of what they saw as part of a garden and nature trail project. The girls in Year 6 also worked with younger girls from Year 1 and Reception to show them a virtual nature trail using Myartspace.

The information collected on the phones was instantly uploaded on to a website, where the pupils' photographs were stored alongside an already-existing gallery of images, descriptions and definitions which allowed them to gather lots of information in order to complete their project once back in the classroom.

Susan Essex, Year 6 Teacher at Portsmouth High School said: "We were delighted to pilot this project; the pupils used similar technology when they visited the D-Day museum and really enjoyed it."

"We are always keen to develop new and exciting methods of teaching and this particular initiative enabled us to not only combine different subjects but also use our VLE (Virtual Learning Environment)."

"The project details were all entered into a VLE, so that the girls were able to access their assignments and galleries at home



● Portsmouth High School pupils first to try out new technology

as well as at school. It has been great to develop the Myartspace project alongside The Sea and look at how their technology can be adapted for schools."

The pupils were also able to take the mobile phones on a school trip to the Isle of Wight and were able to record a sound diary of their day, before they are asked to evaluate and give their views on the technology.

The initiative is a first for Portsmouth High School but it is hoped that the technology will be used in other Girls' Day School Trust schools.

A video and examples of the pupil's work from the mobile phone project will be just one of the displays visitors to the school's Annual Open Day on Saturday October 7 will be able to see.

Prospective pupils and parents will also be able to tour the school and grounds, (perhaps even taking part in their own nature trail) as well as chat with staff and pupils and discover all that Portsmouth High School has to offer.

Those interested in finding out more about the Open Day should call the Admissions Secretary on 023 9282 6714.

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Saturday 7th October You are warmly invited to visit us on our Annual Open Day from 9.30 am to 12.30 pm.

Year 6 Taster Day

Tuesday 17th October A Senior School Taster Day for Year 6 pupils. For more information and to book your free place, please contact us.

Drop-in Morning

Tuesday 17th October See the school in action on a normal working day from 10 am to 12 noon.

The
Nursery
3-4
Junior
School
4-11
Senior
School
11-16
Sixth
Form
16-18

t 023 9282 6714
e admissions@por.gdst.net
w www.gdst.net/portsmouthhigh



Girls' Day School Trust
Reg Charity
No 306983



Truro High School Open Day

Girls matter at Truro High School. Not just the academic ones who go on to achieve amazing qualifications, but everyone. From our nursery – which has just received an outstanding Ofsted report – through to our prep school and senior school, Truro High offers all-round education in a small, safe, boarding and day-girl environment.

Come and visit us - we think you'll be impressed.
Open Day Saturday 7th October 10am - 1pm.

Truro High School Enquiries – 01872 272830 www.trurohigh.co.uk

Duke is distinguished Wellington's legend lives on

THE Duke of York's Royal Military School has a long distinguished history of educating children whose parents are military. Over 21,000 children have been educated at the school which is today Tri-Service and committed to full boarding for all its 500 pupils aged 11-18 years.

term military simply refers to the parents' background. It is a vibrant and exciting school with a unique ethos tailor-made for children of Service families. There is always plenty to keep them busy and over the last academic year there have been many trips organised. These include a trip to the WW1 trenches in France, a netball tour of Grenada, French and German exchanges,

a skiing trip to Fiesch, a squash tour to Paderborn, a tennis tour to Portugal, a hockey tour to South Africa as well as many educational visits to London and Canterbury. The school has a strong Combined Cadet Force and there are many adventurous activities with regular expeditions at home and abroad. The school military band was proud to have been invited to play at Twickenham again in May 2006 and also to play at Lords for the cricket match England vs Sri Lanka.

ASK anyone at Wellington School who has worked closely with Dr David Lungley over the past 31 years to describe their teaching colleague and the answer is always the same "David Lungley - a legend".

A legend not so much for his dedicated science teaching or his house tutorship of Oak House, but for his limitless devotion to the School's CCF and the literally hundreds of cadets who have passed through the ranks under his command. Dr Lungley, who retired at the end of last term, came to Wellington in 1975 as a newly qualified teacher.

When asked why he had never taught in another school, he answered: "First and foremost, it is because I think Wellington is just what a school should be. That the pupils should enjoy being here is more important than anything else."

It is the pupils Dr Lungley will miss the most and in particular those he has got to know through his rugby and rounders coaching and above all through his work in the CCF.

Dr Lungley joined the School's CCF in 1976 and was commanding officer of the army section for 23 years, rising to the rank of Lt Col (CCF). He talks fondly of the fun on the cadre bivouac weekends, the adventurous training camps and above all the legendary Nijmegen Marches, the annual 100 mile International Marches in Holland where the School traditionally sends a team.

This year marked the tenth consecutive year that Dr Lungley had organised and walked with the Wellington School team on this gruelling four-day exercise, which makes huge demands on stamina, determination and team-work.

He believes that it takes a special sort of child to accomplish Nijmegen - not necessarily the fittest or the most sporty but the one with guts, spirit and character and it is these characteristics that Dr Lungley so admires. He talks of



● Dr David Lungley

an occasion at Nijmegen on the final day when one of his team quietly told him that he could march no further, that he was literally about to drop.

With Dr Lungley's encouragement and fed sugar by the other cadets to give the extra energy, the boy found the reserves to finish and that year the Wellington team were the proud winners of their section of the competition.

More recently, he recalls one of the team, who was suffering from shin splints, being carried for ten miles by the other cadets so that they could all cross the finishing line together.

His admiration for these boys and girls is huge and is matched equally by their respect for him. One of his former cadets, now in the Royal Army Medical Corps, has said of him: "Dr Lungley was inspirational to us all. Always modest and unassuming, he was great fun to be with and never thought badly of anyone, always giving them the opportunity and the second chance."

Dr Lungley will not be idle in his retirement. As well as spending more time in Dulverton with his wife Frances and their three grown-up children, he plans, perhaps not surprisingly, to write a book promoting the educational values of extra-curricular activities and in particular the CCF.


...opening minds

Wellington School

(Just off junction 26 on the M5)

- Generous Forces Allowance
- Outstanding academic results
- Within striking distance of Portsmouth and Plymouth, just off the M5
- Entry at all ages 10-18 years


Further information Call 01823 668800 or email admin@wellington-school.org.uk




Wellington SOMERSET

www.wellington-school.org.uk


10 MINUTES FROM YEovil
NAVAL CONNECTIONS
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KING'S BRUTON

Inspiration in education



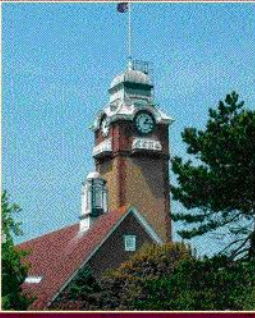

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Founded in 1803

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Enquiries to:
The Headmaster
The Duke of York's Royal Military School, Dover, Kent, CT15 5EQ
Tel: 01304 245024 Mil: 94284 5024
Fax: 01304 245019 Mil: 94284 5019
Email: headmaster@doyrms.com
Website: www.doyrms.mod.uk

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Day & Boarding Preparatory School
Boys & Girls aged 3-13

Rookesbury Park School

- Exceptional pupil/staff ratio
- Outstanding academic results
- Magnificent School grounds
- Renowned pastoral care
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- Wide ranging activities

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www.rookesburypark.co.uk
head@rookesburypark.co.uk
Rookesbury Park School
Wickham, Hampshire, PO17 6HT

Tel: 01329 833 108
Fax: 01329 835 090



For the very best start in life

Sample life at West Hill Park

PARENTS looking to give their child the very best start to their education and a solid foundation for future school life should look no further than West Hill Park School, Titchfield, where Open Morning on Saturday September 23 offers an ideal opportunity to visit the school.

Set in more than 30 acres of beautiful grounds, West Hill Park provides continuous education for children from age two and a half to 13 years.

It has unrivalled facilities and distinguished academic and sporting success.

The self-contained nursery department offers children from two and a half years a combination of activities formed around the Early Learning Goals of the Foundation Stage Curriculum.

A structured programme is designed to establish good foundations for future learning.

The pre-prep department is a natural onward progression and children from age four to seven years thrive in this caring and nurturing environment as they develop into secure and confident children who can grow as individuals and enjoy their school life to the full.

In the prep school another dimension is added to school life as the option for boarding on a full-time or flexi-board basis is made available.

However, all children, whether day or boarding, benefit from being taught in small class sizes by specialist subject teachers.

The school has recently added a new four-room classroom block and extended its IT suite.

It also has newly-refurbished Science laboratories, Art and DT studios and a Music School.

The extensive grounds at West Hill Park enable the school to offer all of its sporting activities on site.

The facilities include a 25m heated indoor swimming pool, sports hall, rugby, football and cricket pitches, netball and

tennis courts and floodlit astro-turf pitches for hockey. All ages in the school use the facilities.

To complement the sporting and academic life at West Hill, a broad range of extra-curricular activities is also available including fencing, horse riding, drama, Brownies, a gardening club, fly-fishing, sailing and many more.

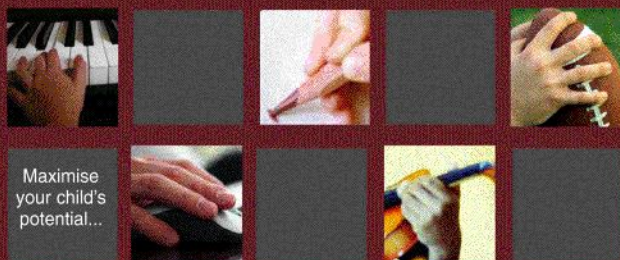
This diverse range says much about the education on offer at West Hill Park where there is something for every child and where a truly all-round education ensures the best start in life.

Visit the school on Open Morning, Saturday September 23, 10.00 – 12.30 or to request a prospectus, or arrange a visit, please contact the Registrar on 01329 842356.



● West Hill Park School in Titchfield, Hampshire, offers an open morning on Saturday September 23 for interested parents

futureperfect



Maximise your child's potential...

- Generous discounts available to families in the Armed Forces.
- Small class sizes
- Warm family atmosphere with high standards of Pastoral care
- Full weekly and termly boarding from age 7 with an exciting programme of weekend activities



Tockington Manor School

Bristol
Ages 2-14

Tel: 01454 613229 or visit www.tockington.bristol.sch.uk

Five centuries of expertise in Somerset

KING'S Bruton and Hazlegrove – its preparatory school for children under 13 – are modern co-educational boarding and day schools with a proud history going back nearly 500 years.

Three hundred and 50 pupils benefit from a rich combination of academic learning and extra-

curricular activity.

Pupils have their own tutor, who will keep an eye on their progress and from the beginning pupils lead busy lives, full of work, activities and friends. The modest size of the school is a particular strength.

Children are encouraged to seek high standards in academic,

creative, sporting and the many other areas of school life.

The school is set in an idyllic south Somerset setting.

Hazlegrove has a strong sense of community which is based on traditional, Christian family values and a care and concern for every individual.

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340 boys - 230 girls

- ask for our new Services Package

- early registrations advisable

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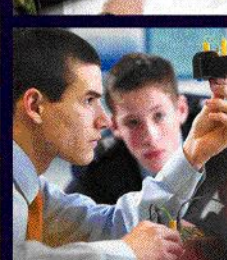
Tiverton, Devon, EX16 4DN

Tel: 01884 252543

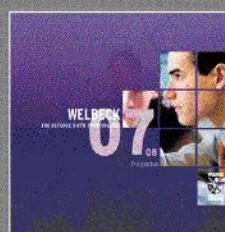
www.blundells.org

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Welbeck is fully committed to equal opportunities. *Parents or guardians may be required to make a contribution towards the cost of their child's maintenance. See prospectus for further details.



Founded 1712

Royal Hospital School

Holbrook, Suffolk, IP9 2RX

Tel 01473 326200 Fax 01473 326213

email: admissions@royalhospitalschool.org

www.royalhospitalschool.org

Open Mornings

Saturday 7th October 2006

Saturday 11th November 2006

Sixth Form Open Evening

Friday 6th October 2006

Annual Scholarships include academic, sport, music, art and sailing

Excellent all round education with high academic standards.

2005 A level pass rate A - E 100%

2005 A level pass rate A - B 70%

2005 GCSE pass rate A* - C 94.8%

Magnificent 200 acre campus on the River Stour

First Class sporting facilities with a tradition in sailing

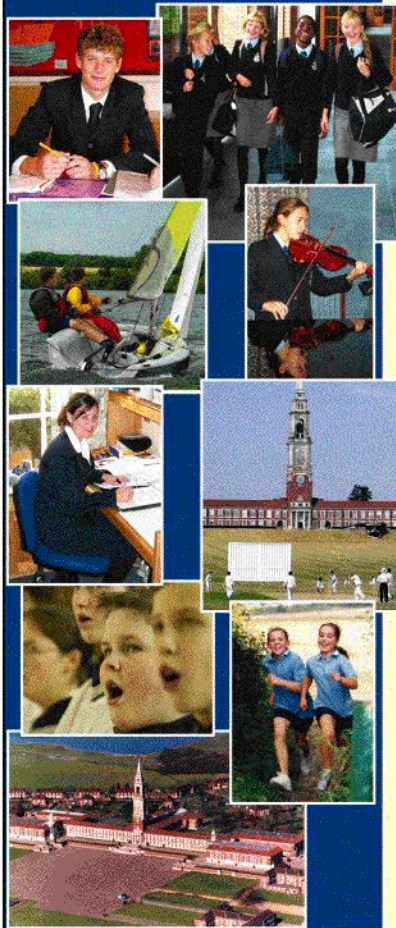
Fine Music Department including chapel choir, marching band and school orchestra

A traditional approach to good manners and behaviour

Strong house based tutorial system

Years 9 and upwards take an active part in C.C.F.

New Sixth Form Centre and Upper Sixth Form House



Going international at Rossall

AS DEBATE rages about the quality of A-Levels and education in general, one Lancashire independent school is leading the case for change.

Rossall School in Fleetwood is a co-educational day and boarding school for pupils from the age of two to 18 years and is also Lancashire's only established centre for study of the prestigious International Baccalaureate (IB), an internationally-recognised diploma noted for giving a broader education than A-Levels.

The school is celebrating its eighth year of teaching the Diploma, which is known to open more university doors than its UK counterpart and it has achieved excellent results in that time.

Originally designed for children of parents such as diplomats, who regularly moved around the world, the IB Diploma is now recognised in 119 countries, including America.

Its global credibility and acceptance by top universities is the factor now attracting Rossall students like

17-year-old Jack Reynolds.

The pupil from Lytham St Annes has just entered his second year of IB study at Rossall School and believes that more British pupils should examine the option.

He commented: "I took GCSEs at Rossall but decided to go for IB instead of A-Levels for sixth form because I want to go to university in Australia and the IB will give me a better chance of gaining a place overseas."

"Yes, it does involve more study than A-Levels but the rewards are worth it and in fact, the study is much more interesting."

Languages play a key part in IB, both English and foreign languages. Also central are maths and a science, choices from history, geography, economics, information technology or psychology, plus art and one other subject.

It is intense and arguably more challenging than A-levels (study of six subjects in depth compared

to three in A-Level) but the reward for passing is university access.

By adding the IB Diploma to the education choices available on Rossall School's 160-acre campus it has acquired new pupils from the UK and overseas to add to a burgeoning international reputation.

Rossall already boasted its own International Study Centre, one of only six in the country, and now as the only Lancashire centre for IB it attracts new pupils from across the region, some as day pupils and others as full-time or flexi-boarders.

Rossall has always endeavoured to push education forward during its 162-year existence, yet its academic achievements are also balanced by an enviable reputation for bringing out the best in its pupils and developing well-rounded young people.

Boarders are welcome from the age of seven, although the school's nursery and infant provision starts from the age of two.

All pupils benefit from exceptional levels of pastoral care, ensuring a safe supportive and secure environment in which to learn and develop.

Noted for its sporting and extra-curricular activities, which include Britain's oldest tri-service Combined Cadet Force, Rossall has enjoyed a long history of teaching the children of Armed Services personnel, dating back to Queen Victoria's reign.

It offers extremely generous bursaries to Armed Forces pupils, requiring parents to fund only ten per cent of the annual fee requirement.

Study and leisure pursuits are catered for in equal measure at Rossall School and there is a strong sense of community on campus, generated by a boarding population alone of around 350.

Both boarders and day pupils enjoy a full range of indoor and outdoor sports facilities, including a heated indoor swimming pool, and the teaching provision includes new IT suites, plus Britain's first dedicated Astronomy and Space Science education centre, boasting its own planetarium and space observatory.

Headmaster Tim Wilbur is convinced that quality of education, tradition and Rossall's ability to inspire and engage students from diverse backgrounds and cultures are the reasons why the school enjoys such a good reputation.

He said: "Our celebration of eight successful years of IB illustrates that although we have a long history, we embrace change."

"It's an evolution that benefits pupils and their parents and will probably see us through another 162 years."

For further information or a prospectus or to visit the school, telephone 01253 77420 or visit the website at www.rossallschool.org.uk



St John's College, Portsmouth
Co-educational Independent Day & Boarding School for ages 2-18

Ideally located in the Naval City of Portsmouth, St John's College provides unique opportunities for service boarders.

- Generous service bursaries available
- Outstanding boarding facilities
- Wide range of clubs & activities
- Excellent academic results

For further information or to arrange a visit please contact the Headmaster's PA on
Tel: 023 9281 5118

Nursery School 2-4, Lower School 4-11
Upper School 11-16, Sixth Form 16-18

St John's College
Grove Road South, Southsea,
Hampshire PO5 3QW
Tel: 023 9281 5118
Fax: 023 9287 3603
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"Home from Home" environment with exceptional pastoral care.
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Experienced in meeting the needs of service children.
"So much more than 9 to 4"

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e-mail registrar@shebbearcollege.co.uk
www.shebbearcollege.co.uk

Providing the best in education since 1841

Harness children's potential

SHEBBEAR College is a thriving independent school set in 85 acres of Devon countryside.

It offers co-education for both day and boarding pupils aged from three to 18 years.

Currently the college has 290 pupils, including 89 boarders.

The school has been co-educational for ten years and the ratio of boys to girls is almost 60:40, with the percentage of girls continuing to rise.

The philosophy of the college is that it seeks to harness to the full young people's capabilities in both the academic and social spheres.

All pupils and staff take part in our extensive after-school activities programme.

The school promotes a friend-family community in which all staff play a strong role.

The college has an excellent record of preparing pupils of all abilities for life, and to become responsible members of society.

In the last three years there have been significant improvements and additions to facilities.

A dedicated Sixth Form Centre and food technology classroom has been built.

The art department, library and Science block have been completely refurbished, an additional modern language classroom has been added and both the CDT workshop and upper junior school classrooms have been relocated and renovated.

Boarding facilities now comprise three houses, one for junior boys, one for senior boys and one for junior and senior girls. Each house has its house parent.

The head of boarding is also responsible for pastoral welfare.

All three houses, which are on-site, have been extensively renovated throughout the past two years with Internet and e-mail facilities in all rooms.




The college is well known in the local area for both drama and music at all levels in the school.

A wide range of sports, both team and individual, is available, with an extensive programme of after-school activities including Ten Tors, Duke of Edinburgh Award and Army Cadet Corps.

The College is experienced in all aspects of caring for children from Service families, visiting is allowed whenever required and HM Forces Bursaries are available.

For further information go to www.shebbearcollege.co.uk

Busy, happy lives at Lomond School, Helensburgh

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Generous service bursaries available

If you would like to find out more about the unique opportunities for your children please call 01436 672 476.

Lomond School


10 Stafford Street, Helensburgh www.lomond-school.org
admin@lomond-school.demon.co.uk



QUEEN VICTORIA SCHOOL
Set in 45 acres of beautiful Perthshire countryside

- ◆ Stable and uninterrupted co-educational boarding for 11 - 18 year olds;
- ◆ Quality education including school clothing at low cost - termly charges £339;
- ◆ Overall pupil teacher ratio 8.5 to 1; total school roll 265;
- ◆ Eligibility includes children of Service personnel, serving or have served in Scotland;
- ◆ Warm, friendly, lively atmosphere where pastoral care takes high priority;
- ◆ Full range of curriculum following the Scottish Education system;
- ◆ Extensive programme of sport, music and extra-curricular activities;

Visits to the School are welcome at any time.
For prospectus and further information or an appointment,
**THE HEADMASTER, QUEEN VICTORIA SCHOOL
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Tel: 0131 310 2901 or 01786 822288 Fax: 0131 310 2926



KELLY COLLEGE

Co-educational Boarding and Day School for pupils aged 11-18, Prep School Boarding from Prep 5

For further information about our fee arrangements for Service families or to arrange a visit, please contact the Registrar on 01822 813100
www.kellycollege.com
Kelly College, Tavistock, Devon

Colour-full time at Queen Victoria

THE CHILDREN of Servicemen and women of the Armed Forces, some of whom are serving in Iraq and Afghanistan, celebrated the Presentation of New Colours by the Princess Royal at Queen Victoria School, Dunblane, on Friday June 30 2006.

The school was always due to receive New Colours but, coincidentally, the Presentation marked the tenth anniversary of the school's co-educational status since 1996.

The updated Colours inscription reads: "For the Sons and Daughters of Scottish Sailors, Soldiers and Airmen".

Queen Victoria School is one of only two schools in Britain dedicated to the education and pastoral care of children whose parents are in the Armed Forces.

Pupils celebrated the day with a parade involving the Pipe Band and the Highland Dancing Team. The unique occasion involved the whole school.

Katrina Leith, the Senior Monitor (Head of School) and Parade Commander said: "I was

looking forward to the presentation of New Colours and the honour of being the Parade Commander with HRH The Princess Royal as the Inspecting Officer.

"This was a great occasion for the school and myself personally but tinged with sadness as it was the last day at school and my last day with close friends whom I've relied on for the last six years. Now we're scattering far and wide."

Headmaster Brian Raine added: "The Princess Royal visited us in 1997 after our first year as a co-educational school and we're delighted to have her present the New Colours."

"The Presentation is very important as it illustrates that Queen Victoria School respects tradition whilst being a modern, forward-looking and progressive co-educational boarding school."

"All of our pupils make an important contribution to the overall wellbeing and friendly atmosphere of the school."

The Presentation was attended by over 1,000 guests, including

hundreds of parents who made the effort to attend from postings in the UK and abroad.

Applications for the admissions process for the academic year 2007/08 should be received by November 30 2006.

To find out more details, please visit the school's website www.qvs.org.uk

A-star performance from Wykeham

WYKEHAM House School in Fareham is a day school for girls which is situated within easy access of the M27.

It offers continuous education for girls from two years and nine months to 16 years and aims to encourage the girls' potential, both in and out of the classroom.

Teaching methods combine traditional academic rigour with the best of modern technology.

GCSE results are excellent each year, reflecting the hard work of both pupils and staff.

In 2005, over one third of

the girls gained nine or more As or A*s.

Girls are also encouraged to take part in an ever-increasing range of extra-curricular activities.

The school is keen for girls to take part in charitable work, through the House system both at home and further afield.

The school supports the Rocky Appeal for Queen Alexandra Hospital.

Please contact the Headmistress, who would be pleased to discuss your daughter's education further on 01329 280178, or visit the website www.wykehamhouse.hants.sch.uk

Wykeham House School
East Street, Fareham, Hants

GSA DAY SCHOOL FOR GIRLS AGED 2 1/4 - 16 YEARS

please telephone to arrange a visit
or
visit our website at
www.wykehamhouse.hants.sch.uk

If you require a prospectus or more information
please contact Mrs Colbeck on:
Tel: 01329 280178 Fax: 01329 823964
Email: office@wykehamhouse.hants.sch.uk



A foundation for the future





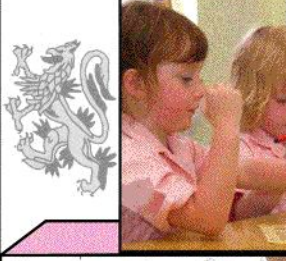
Open Mornings 2006

Prep & Pre Prep
Saturday 7th October

Senior
Saturday 14th October

Monkton Combe, Bath BA2 7HG
01225 721133
admissions@monkton.org.uk
monktoncombeschool.com

West Hill Park School
Co-educational day & boarding school


13
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7

7
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4


4
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2 1/2

The building blocks to a successful education

Come and take a closer look


OPEN MORNING
Saturday 23rd September
10:00am - 12:30pm

West Hill Park School, St. Margaret's Lane, Titchfield, Hampshire. PO14 4BS
Tel: (01329) 842356 Fax: (01329) 842911 Web: www.westhillpark.com



Children's Education Advisory Service

For any enquiries on Children's Education, parents should contact CEAS for help and advice



for FREE advice and support:
Tel: 01980 618244 Mil: 94344 8244
Fax: 01980 618245 Mil: 94344 8245
email: enquiries.ceas@gt.net.gov.uk
www.ceas.mod.uk

Choose Rossall. **Choose** small class sizes. **Choose** a safe, caring environment. **Choose** a stable, uninterrupted co-educational experience with international links. **Choose** friends. **Choose** children of all ages from all over the world. **Choose** to have fun, get involved and take part in clubs, societies, teams and trips where boredom is not an option. **Choose** CCF. **Choose** high academic standards with exam results well above the national average. **Choose** to enter at 7 years old, 11 years old or 16 years old. **Choose** the International Baccalaureate. **Choose** A-Levels. **Choose** academic and social fulfilment. **Choose** state of the art IT facilities. **Choose** to see the stars in a dedicated Astronomy and Space Science Centre. **Choose** to experience the magic inside. **Choose** to live in newly refurbished boarding house accommodation amongst gothic architecture, set on a 160 acre campus, in an unrivalled setting on the picturesque coastland of the North West of England. **Choose** to be 20 minutes away from Blackpool airport, and one hour away from both Manchester and Liverpool airport. **Choose** generous service bursaries and academic scholarships.

Choose your child's future.
Choose Rossall School.

For a prospectus or to visit the school contact the Registrar: Rossall School, Fleetwood, Lancashire FY7 8JW Tel: 01253 77420
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- Competent with Microsoft excel and word.

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The closing date for applications is 29th September 2006.

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- Ability to deal methodically with information and keep records of those actions.
- Experience in using PCs.

It would also be desirable to have:

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The closing date for applications is 3rd November 2006.

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Military skills are honed at CCF camp

ALMOST 450 students from 12 schools travelled to the West Country for a week of adventurous training and exercises to hone their military skills.

The youngsters, all members of their respective schools' Combined Cadets Forces (CCFs) were hosted at Penhale Training Camp, close to the surfing centre of Newquay in Cornwall.

CCFs are run on military lines, teaching practical skills not covered by other areas of the curriculum on the understanding that such skills, including self-reliance, leadership, endurance and resourcefulness, are just as valuable in civilian life.

Activities covered by CCFs also count towards civilian awards such as the Duke of Edinburgh's Award, the Royal Yachting Association, the St John Ambulance Brigade and the British Canoe Union.

Penhale Camp provided a wide range of such activities, including rock-climbing, abseiling, canoeing, sailing, raft-racing, first aid and map-reading, as well as specific military skills such as firing weapons and learning ambush patrol techniques.

Although not designed primarily as a recruiting service for the Forces, the CCF gives youngsters an insight into how the military operates and why they are needed.

However, some 35 per cent of commissioned officers within the Services have previously been a member of a CCF contingent somewhere in the UK.

Chester unit to stage gala auction

CHESTER Sea Cadets are to hold a gala charity auction at the end of next month.

The event, on October 25, starts at 6.30pm and there is a drink on arrival.

Apart from the auction itself, there will be an evening buffet and entertainment from the Sea Cadet Band.

Proceedings will draw to a close at 10pm, and tickets cost £8.50 per person.

Proceeds will go to the Chester unit, TS Deva.

For full information on the event – including the venue – and the auction lots call Freephone 0800 018 3632.

Trophies galore – and charity receives boost

SEA CADETS from Northampton and Wellingborough raised more than £600 for the Northamptonshire and Warwickshire Air Ambulance when they took part in a dragon boat race.

The event, organised by Northampton Rotary Club, saw 36 boats battle it out for the honours on the River Nene.

And although the team of ten cadets plus drummer were up against it – they were the only youth team in an event dominated by rugby and other sporting teams – the Sea Cadets generally made their presence felt.

Throughout the day unit powerboats were on the water to fly the flag for the Corps and support the Rotary Club, and a number of cadets had been busy the day before clearing rubbish and weed from the river in preparation for the racing.

Cadet Katharine Davis, who raised most funds, was given the honour of being the race drummer, and thoroughly enjoyed the event, despite her precarious position in the bows of the authentic dragon boat.

That same week the unit participated in the Eastern Area Junior Sea Cadet Regatta, when the team of four ten and eleven-year-olds competed with more than 60 units in a competition designed for the smallest cadets in the organisation.

The Northampton and Wellingborough contingent achieved impressive results in the canoeing events, winning gold medals, and they returned from the weekend in high spirits, despite having to contend with thunderstorms as well as rival boats.

More trophies were bagged at the Eastern Area Boating Championships, when the unit won the Junior Girls and Junior Boys Pulling (rowing) events, AC Robert Coe took gold in the Canoe Relay contest and the pulling, sailing and powerboat handling teams all scored well.

The event was hosted by Nottingham on the



● The Junior Girls team row their way to success at the Eastern Area Boating Championships on the River Trent (above) while the dragon boat team (left) found the opposition rather more formidable on the River Nene

River Trent, and attracted the best crews from 60 units stretching from North Yorkshire to Hertfordshire.

Overall the unit won the regatta trophy for the best all-round performance in boating.

Commanding Officer Lt (SCC) Chris Read RNR said: "It is amazing what the cadets of Northampton and Wellingborough have achieved locally on the River Nene, where most of the waterborne skills are honed, when it is considered that many of the cadets have never stepped in a boat when they join us – it just shows what the cadets' enthusiasm, guided by our skilled staff, can achieve."

AC Stuart Jolley, of TS Laforey, who coxed

the winning Junior Boys crew, said: "It was great to win the event and it means the months of hard work have paid off."

The winning trophy was presented by Cdr Stuart Watt RN to LC Emma Rooney, the senior Northampton Sea Cadet.

The unit now goes through to the National Boating Finals, to be held in London Docklands this month.

Next on the agenda as *Navy News* went to press was the annual summer camp, which this year was due to be held at HMS Bristol in Portsmouth Harbour for a week of waterborne and adventurous activities with the Royal Navy.

Brownies at Bee

MORE than 50 Brownies and their leaders took over the **Training Ship Bee** in Whitehaven over a weekend, but it was all in a good cause.

The Brownies, from across West Cumbria, were taking part in the BT Giant Sleepover in support of children's charity Childline.

Activities for the girls ranged from rollerblading and football to taking over and operating a supermarket check-out till and building a shelter from newspaper.

And as they were all at sea for

the weekend – TS Bee is right on the harbour – the Brownies took advantage of the expertise of the Sea Cadet officers to gain their Water Safety Badge.

And even a change for the worse in the weather on the Sunday could not dampen the girls' spirits – all went home with smiles on their faces.

Keith Crowe, Commanding Officer of the Whitehaven unit, said: "We were delighted to be asked to help, and it was a pleasure instructing the Brownies and helping them gain their Water Safety Badge."

Wisbech sailors head offshore

A LIFE on the ocean wave proved to be a resounding success for more than 40 young Sea Cadets from Wisbech and 60 secondary school pupils from the same town.

The group joined the crew of the 49ft sail training yacht the Offshore Scout on a tour of the shores of the UK this summer.

Wisbech harbour Master Peter Harvey, a former Royal Navy officer, and the Queens School in Wisbech have for the past four years been instrumental in bringing the Offshore Scout to the town.

This year saw a bumper crop of enthusiastic sailors, all of whom received their Royal Yachting Association Competent Crew Certificates as a result of their time at sea.

And the summer activities proved such a success that both the Offshore Scout and her sister yacht, the Ocean Scout, will be making Wisbech Yacht Harbour part of their sail training programme in 2007, offering more sailing courses throughout Fenland.

Peter Harvey said: "More and more young people are embracing the challenge of large yacht sailing."

"It promotes personal self-reliance and teamwork, as well as being great fun."

"Increasingly, young people in Fenland are keen to sign up to two and six-day crew training trips, and the word is spreading that it is an exciting and worthwhile experience."

Cheque aids progression

CADETS from TS Broadsword gathered at their mainmast to receive a £10,000 cheque for training purposes, and for 'the progression of the unit'.

The Deputy Lieutenant, the Kingsbury and Hendon unit's President, accepted the cheque from Geoff Russell-Jones on behalf of the cadets and their CO, who had to attend out of uniform as he had suffered a severely broken arm putting up shelves at the unit office.

Chilean captain is guest of honour

PORTSMOUTH cadets welcomed a special VIP guest to their presentation evening.

Capt Jorge Cruz, Head of the Chilean Naval Delegation in the UK, is responsible for accepting three ex-RN Type 23 frigates into service with the Chilean Navy.

Capt Cruz was met by TS Alamein's Chairman, Lt Cdr Geoff Palmer RN, and Officer in Charge Lt (SCC) Peter Pearce RNR, and piped on board before inspecting the guard and divisions.

A total of seven awards were presented by Capt Cruz, of which five carried with them sponsorship for sail training in TS Royalist.

Two further awards were presented by Mr Gary Wilson, President of the Rotary Club of Southsea Castle, both of which also carried TS Royalist sponsorship.

For the second year running two cadets from TS Alamein have been accepted for glider pilot training under the Royal Navy Gliding Award Scheme, sponsored by Fleet Air Arm Officer Association and the Director of Naval Recruiting.

PO Cadets Blagden and Clegg were delighted at being selected.

It was also announced that the unit's secretary, Eamonn Baird, had successfully bid in a charity auction, winning places for six cadets to 'drive' on the Royal Navy's bridge simulator at the Maritime Warfare School, HMS Collingwood, in Fareham.

The prize was donated by the Royal Navy, and several members of staff also went along to take a look at the impressive piece of kit.

Mr Baird said: "This is wonderful for these cadets who have helped with fund-raising for the unit and at the Second Sea Lord's garden party, and have given their best to the unit."

Having completed a tour of HMS Bristol, Capt Cruz praised both staff for their commitment to the Corps and the high standards of dress and behaviour of the cadets themselves.

Shooting party is on target

CAMBRIDGE was the venue for a weekend skill-at-arms competition attended by 26 Sea Cadets from the Eastern Area.

The group, from TS St Albans, TS Diamede (Barnsley) and TS Ganges (Cambridge) included boys and girls, and some of the units' Marine Cadets.

Sgt (SCC) G. Johnstone, supported by eight other staff, organised the event.

All the cadets passed safety tests and went on to fire more than 1,800 rounds with the L98 GP rifle – 80 per cent of them achieving Sea Cadet Corps Full Bore Good Shooting badges.

The first day of the weekend, hosted by TS Ganges, was spent weapons training with the L98, the manual version of the standard Services SA80 weapon, including handling tests with a strong emphasis on safety.

After an early start on Sunday the cadets were driven to Bassingbourne Ranges for the competition itself, followed by prizegiving.

Although everyone benefited, there were individual marksmen for each of the various "stances", with Adam Lansdown, of the St Albans unit, being the overall winner.

Cadets explore deepest, darkest Sussex



● Cadets and their leader make their way through the jungles of deepest Sussex

SEA Cadets from Medway learned survival techniques at a basic camp-craft course at Middle Hill in Sussex.

The camp trains cadets from basic techniques up to Duke of Edinburgh Gold Award level.

A dozen cadets from Medway joined colleagues from across the South-East learning skills which could also be used as a step towards obtaining mountain leader qualifications as well as Duke of Edinburgh awards.

They learned how to set up and break camp, navigate their way about using a map and compass, cook meals in the open – all while having an awareness of the environmental impact they might have on their surroundings.

There was also a chance to play games such as stalk the boot...

Unit instructor Lee Stuart-Titchner said: "This is the first opportunity we have had to get the cadets away on a camp for some time because we are so busy doing all our other activities, but I am sure we will be doing a lot more as the cadets have really got the taste for the outdoors life."

Severn embarks lucky seven

SEVEN cadets – six of whom intend to ‘join up’ – embarked in HMS Severn for four days while the fishery protection ship was en route to visit her affiliated city, Newport.

Severn is unique in that she is affiliated to both the Severn District, comprising six Sea Cadet units, and to TS Resolute, Newport's own unit.

The cadets, from across the district, spent a busy four days at sea on fisheries patrol, and were able to experience the full range of onboard evolutions, including boat operations, fire-fighting and damage control.

The ship's Commanding Officer, Lt Cdr Rex Cox, observed that the group brought enthusiasm and a sense of urgency to their tasks, living up to the Corps motto: ‘Ready Aye Ready’.

While alongside in South Wales Lt Cdr Cox attended a Drill Night at TS Resolute accompanied by the Mayor of the city, Cllr Miqdad Al-Nuaimi and the Mayoress, his wife Lindsay.

The unit recently suffered from an arson attack in which the majority of the training equipment was destroyed.

The visitors were treated to displays of marching and semaphore, and the Mayor pledged £1,500 to help the unit re-establish itself.

Sailors from the patrol ship also took time out to conduct repairs to the unit's mainmast.

Royal debut for Luke

THE LORD Lieutenant's Cadet for Lancashire did not tarry when it came to undertaking his duties.

The first official task of Leading Cadet Luke Scarr, of the Accrington and District unit TS Nubian, was to meet the Queen and Duke of Edinburgh on their visit to Blackburn.

Luke has been recognised for outstanding work with his unit and in the local community.

He also helped get cadets from other units to safety on July 7 last year as the London bombs went off on the Tube as they travelled to meet offshore Sea Cadet training vessel TS Royalist in Ireland via Gatwick Airport.

LC Scarr was presented with his certificate by the Lord Lieutenant of Lancashire, Lord Shuttleworth.

Meanwhile, back at the Accrington unit, the Officer in Charge, S/Lt (SCC) T. Pask RNR, was presented with the Commodore's Certificate of Commendation for 2005 by the unit president, Capt R. Eddlestone RNR (retd), at the unit's Award Night.

Trophies were presented to cadets by the Mayor of Hyndburn, Cllr Jane Storey, and Jim Bowker, President of Accrington Lions.

Cadet of the Year was AC D. Hall and New Entry of the Year was OC J. Rainford.



● ‘Unsung hero’ Malcolm Harris with cadets from the Portland unit

No longer the unsung hero

THE COMMANDING Officer of Portland unit feels it is time to shine the spotlight on one of the unsung heroes of the Corps – and he just happens to be the CO's dad.

Rachel Harris said: ‘My dad, Malcolm Harris, has done an awful lot for the unit over the past few years, and perhaps deserves a bit of recognition beyond us just saying ‘thank you’ to him.’

‘He is our very own handyman – repairing anything that needs fixing in the Unit HQ from leaks in the roof to blocked drains, as well as keeping the material condition of the unit minibus in good order.’

‘He is the chief fundraiser for the unit and organises a number of events throughout the year to provide us with funds to keep the unit going and allow us to buy training equipment to give the cadets better opportunities and experiences.’

‘He has a band of willing volunteers that help him do this, who are all as equally important and have formed a solid team over the past few years.’

‘For the past two years he has spent many hours refurbishing the unit's Bosun sailing dinghy, to the extent that it is now in ‘showroom condition’.

‘The boat was launched in Weymouth Harbour when the cadets said a big ‘thank you’ to him for all his efforts, and he was rewarded by being given the privilege of being the first person to take it out on the water in Weymouth Bay.’

‘He thoroughly enjoyed the experience of sailing it, as although he has helped crew onboard yachts, he had never been in a sailing dinghy before.’

‘He really is one of the unsung heroes of the unit, working many hard hours in the background, with the work that he does directly benefiting the cadets.’

Bus is just the ticket



● Able Cadet Gavin Goodall (top left), Able Cadet Jade Johnson (top right), PO Cadet Carrie-Ann Prescott (at wheel) and Able Cadet Jasmine Prescott of the Medway Towns unit in the new minibus

THE PRESENTATION of a new minibus to a home for the elderly has had a knock-on effect for Sea Cadets in north Kent.

The new bus is for the use of residents at the RN Benevolent Trust's Pembroke House in Gillingham, paid for by funds from the RNA (see page 33).

Pembroke House's old minibus has in turn been handed on to the Medway Towns unit TS Cornwallis.

After attending the RNA presentation at Pembroke House to provide a piping party and uniformed presence, four cadets and two instructors accepted their bus from RNA National President Vice Admiral John McAnally.

The 14-seater Mercedes will provide transport for cadets to attend courses and events throughout the UK.

Unit chairman Ivor Riddell said: ‘The donation from the RNA with the support of the RNBT could not have come at a better time, as our old bus is now beyond commercial repair and we were having to consider hiring in vehicles at exorbitant rates especially as we are entering the busiest period of our year.’

The unit has more than 60 cadets, and a unit of that size has significant need for its own transport.

Donations provide four boats for Woking

WOKING Sea Cadets received a welcome boost with two generous donations totalling more than £8,000.

The grants – £5,000 from the Foundation for Sports and the Arts and £3,100 from the Local Committee of Surrey County Council – have enabled the Surrey cadets to buy four Laser Pico dinghies.

The Commodore of the Sea Cadet Corps, Cdre Laurie Brokenshire RN, received the four boats from Cllr David Davis, Chairman of Surrey County Council, and Ian Williams, from the Foundation for Sports, on behalf of the unit.

The ceremony was followed by a reception where Cdre Brokenshire was able to meet the cadets, their parents and other invited guests.

Lt (SCC) John Bray RNR, the Commanding Officer of the Woking unit, said: ‘The purchase of these four Laser Picos will enable us to improve the training we can give when teaching cadets to sail.’

‘In June 2005 the unit successfully became an RYA Teaching Centre, and this equipment will certainly enhance the training we can offer.’

‘We are very grateful for this support to both organisations.’

Blackpool will be at the races

BLACKPOOL Sea Cadets are celebrating after receiving £4,469 from Awards for All – money which will be used to buy a full racing-spec Laser dinghy.

‘We have been building a successful dinghy racing team over the past three years,’ explained the unit's Commanding Officer, Lt (SCC) Andy Morley.

‘This new boat will allow cadets to develop into faster boats and enable them to compete on a national level.’

‘We have several cadets who have the potential to sail in the very top flight, a couple of which have their eye on the London Olympics in 2012.’

‘This new boat is exactly the same boat that Ben Ainsley sailed when he won a gold medal in the Sydney Olympics in 2000.’

The timing of the award was perfect – the weekend before the announcement, cadets from Blackpool won a gold, a silver and three bronze medals at the North West Area Sea Cadet Sailing Regatta, held at Hollingworth Lake near Rochdale.

These cadets will go on to represent the North West at the National Regatta, to be held in the Solent this month.

Whale Island hosts boatwork training

THE SOUTHERN Area Boatwork Training Camp was held at the Area Boatwork Centre at Whale Island, in Portsmouth Harbour, and 84 cadets from all over the Southern Area – and achieved 119 qualifications between them.

Cadets were under the instruction of Sea Cadet Corps staff drawn from across the area.

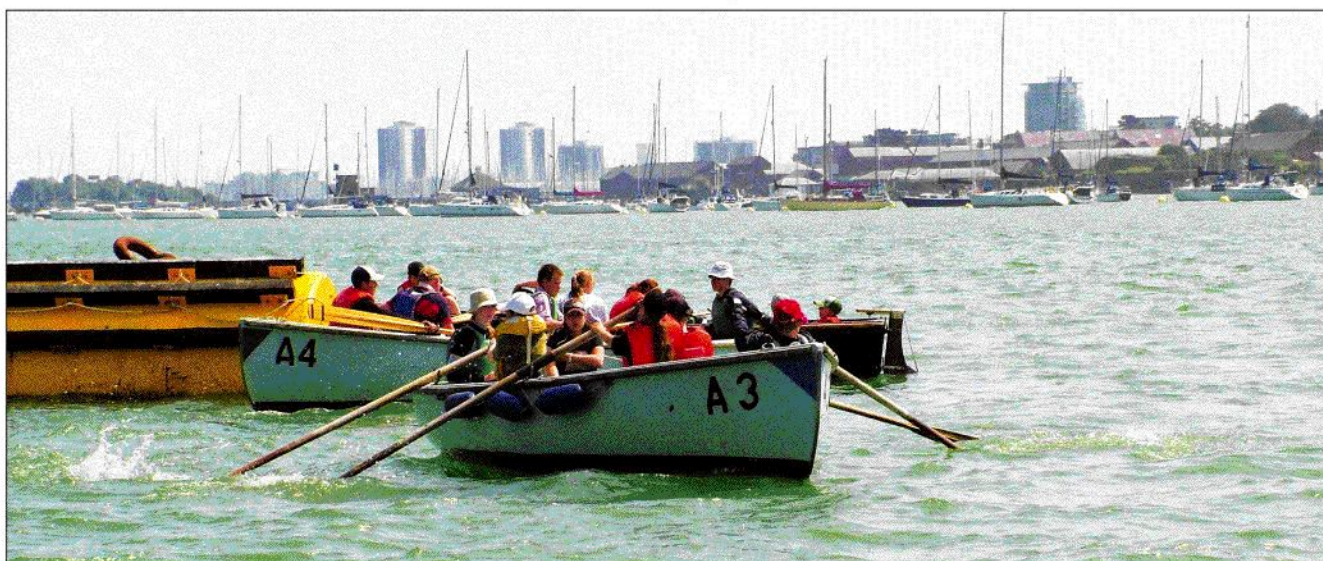
Accommodated in HMS Bristol, using the Area Sailing Centre and RNSC boats, the cadets had plenty of opportunity to show what they could do through a busy week.

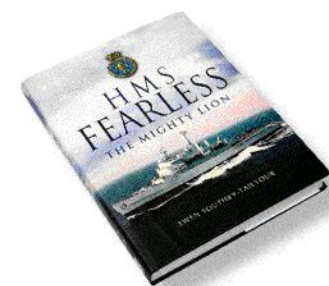
Cadets were instructed in all forms of boatwork including, for the first time, the Intermediate Powerboat qualification.

Weather conditions were hot and sunny – something of a regular occurrence – but there was enough wind for the dinghy sailors to gain experience.

Powerboat driving and good old-fashioned boat pulling were also on the agenda for the week.

● Sea Cadets get stuck into a session of boat pulling in Portsmouth Harbour





Fearless to the end

SMELLY, noisy, cramped, old, often prone to fires. Loveable, film star, war veteran, a ship with character, *writes Richard Hargreaves.*

These are two sides of the coin which aptly describe *HMS Fearless – 'The Mighty Lion'*, whose colourful four-decade career is wonderfully told by former green beret Ewen Southby-Tailyour (£25, *Pen & Sword*, ISBN 1-84415-054-2).

Ship histories can be rather formulaic affairs. On Day X she was commissioned, in Year Y she sailed on Deployment D.

Southby-Tailyour has chosen to produce a biography of the ship through the words of the men and women who served in her, chiefly commanding officers.

Fearless (and sister Intrepid) had their detractors. "Truly awful ship." "Worst ship of my entire service." "Cramped rust bucket."

Her critics, however, were outnumbered fiftyfold by her fans: "No place like home." "One hell of a ship." "Great ship, great crew."

Fearless' story is one of triumph over adversity.

The landing craft weren't ro-ros (unlike their successors serving in Albion and Bulwark); emptying the heads was a major problem; with a full complement, the gash stores were filled in just three days, for example.

The author draws upon published and unpublished sources, diaries, memories and letters to give as complete a picture of life aboard Fearless as you could wish for.

Take May 21 1982, for example (the San Carlos landings).

"A tremendous day of resolute – and in some ships, no doubt, heroic – deeds," Capt Jeremy Larken recorded in his diary. "There is no doubt where victory lies – provided our national nerve is sustained."

There were other trials and tribulations to endure too. Female crew for example.

"Despite much wailing and gnashing of teeth in some quarters, the whole process went smoothly," recalled Capt Stephen Meyer, CO from 1990-91.

Indeed, "if anything [it] improved the efficiency and morale of the ship".

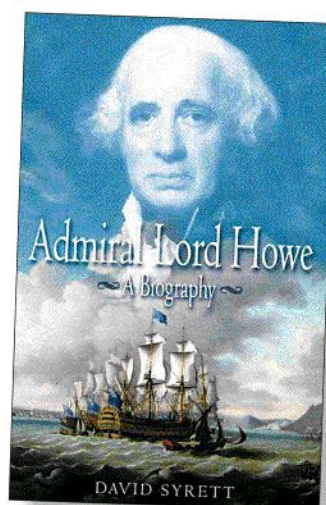
The last act came on a blowy March day in 2002 (this correspondent was the worse for wear after his trip out in a landing craft to greet Fearless).

"We were told to expect a huge reception party," said Capt Tom Cunningham. Fittingly, she got one despite the inclement weather.

In four decades' service, Fearless steamed 749,000 nautical miles. Awaiting her fate in Fareham Creek, who's to say there's not yet time for more miles on the tachometer?

An unfinished symphony

The Grove Review



ADMIRAL of the Fleet Richard Howe, known, with some affection, to the lower deck as 'Black Dick', was one of the major figures of the 18th Century Royal Navy.

The culmination of his operational career in 1794 was command at the Glorious First of June, the initial fleet action victory of the French Revolutionary and Napoleonic Wars, *writes Dr Eric Grove of the University of Salford.*

Over the previous half century and more Howe had pursued an active and notable career, playing major roles in actions both at sea and at the water's edge, in political life in Westminster (including a period as First Lord of the Admiralty), in negotiating with the American rebels, in developing the divisional system on board ship and the tactical doctrine and communications of the fleet and in the provision of better equipment for amphibious warfare, of which he was a major protagonist.

Howe was a taciturn and uncommunicative man, inarticulate, both on paper and in speech. He destroyed important documents and what was left went up in smoke not long after his death.

This is a major problem for biographers and it is not surprising that no book on the life of the admiral has appeared since 1839.

More recently, the late David Syrett turned to Howe as what turned out to be one of his last research projects.

Professor Syrett's wide interests included the American War of Independence, with three Navy Records Society books of documents published between 1970 and 1998. This naturally drew him to the major naval commander of this conflict.

The book – *Admiral Lord Howe: A Biography* (£20, *Spellmount*, ISBN 1-86227-262) – is part of a new series called 'The Library of Naval Biography', edited by my former colleague at Annapolis, Professor Jim Bradford.

This promises to be an enlightening project and David Syrett has got it off to an interesting and encouraging start.

The originality of his work comes from the lack of any previous modern scholarly Howe biography and the author has effectively scoured the archives for what limited material there is available on his subject. The book is only 176 pages long and discussion is inevitably brief.

Despite lack of sources more perhaps could have been made of several points, such as the wisdom and propriety in contemporary terms of Howe's remarkable conditions for becoming First Lord at the end of 1778 or whether he could have handled his tenure of office as First Lord as part of Pitt the Younger's first ministry more effectively.

There is no mention of the near

disaster to the Channel Fleet in Torbay on 13 February 1795 that might have had a significant effect on the end of Howe's seagoing career.

Nor is the action fought by Howe in 1782 against the Spanish after the relief of Gibraltar given its normal name, Cape Spartel.

One gets the distinct impression that poor Professor Syrett had not completed the draft of the book before his death and that the final edit was carried out by someone across the Atlantic less steeped in British naval history.

There are a number of solecisms that will grate to Royal Navy readers, like serving 'on' rather than 'in' a ship, 'navy' officer rather than 'naval' and even an occasional example of that most dreadful of howlers, 'the HMS'. (A particular bugbear of ours too – Ed.)

As might be expected the best part of the book is that concerning the American War.

The remarkable attempts by the

Howe brothers (General Howe was land commander) to broker a deal with the Americans is given due coverage but the difficulty of reconciling the generosity of British terms with post Independence Day rebel determination to break all ties with Britain proved too much.

It is indeed a pity that we do not know more about Howe's terms and conditions for ending the colonists' rebellion. Syrett's home knowledge of New York helps elucidate the important operations there at the war's outset. The author makes the interesting point that a more decisive policy to smash Washington's inept forces at this stage might well have seen British victory over the Americans before the French saved them.

One wonders if there was a political background to the "slowness and ponderousness of decision and movement" that stood in the way of victory. It may have been just the natural dynamics of conventional 18th-Century warfare but it is a pity there is not a bit more discussion of that point. I have always felt that the Howe brothers' hearts were just not in it.

Howe's skill in successfully manoeuvring a fleet for strategic effect was also a very 18th-Century, pre-Nelsonian style of warfare and it is not surprising that Howe as a fleet commander is only associated with one major classic victory.

Professor Syrett rehearses the traditional view that Howe was interested in signalling improvements to increase the tactical flexibility of the fleet to allow decisive effect but more recently others have argued that Howe's signalling reforms did more to stultify tactical flexibility than increase it. Again one wishes the author had been given a bit more time to refine his argument.

Howe's reforms of the way a ship was run are given due coverage and there is no doubt that he set the standard of how to manage the increased size of ships' companies of his period. The divisional system pioneered in HMS *Magnanime* in 1759 does seem to

have been widely copied by other captains (although the author does not specifically say so) and Howe used his position as a fleet commander to impose his regulations.

He certainly appears to have been a trusted and popular officer and one of his last contributions to the service was convincing the Spithead mutineers that the Admiralty really were going to attend to their grievances.

Howe came from a not atypical 'middling' social background for a contemporary naval officer, on the edge of, but not quite in, the aristocracy, at least until his elevation to the English peerage for his professional services.

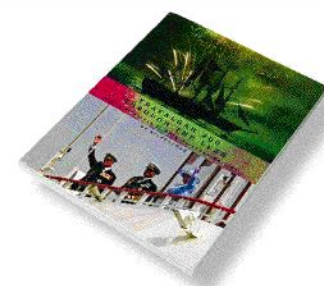
His father had been made an Irish peer because of support given to William III in the 'Glorious Revolution' and his mother was probably an illegitimate daughter of George I.

This was not quite such an aristocratic background as Americans might think and Richard needed the financial rewards that a naval career offered. Like all his contemporaries he was highly acquisitive, especially where prize money was concerned and this was perhaps a major factor in his retaining command of the Channel Fleet for two years after he went ashore in 1795.

One can sympathise with Bridport, the notional Second in Command who was actually serving afloat. It was a highly unsatisfactory arrangement, even a lucrative one for Howe and it ended in tears at Spithead. Again, the author might have made a little more of this.

Perhaps inevitably, there is a general air of non completion about this book, which symbolises Professor Syrett's premature death.

Despite its blemishes and rather tedious repetitions which would no doubt have been edited out in more normal circumstances (with the space perhaps filled with interesting analysis of which the book's lost author was fully capable), it does fill a significant gap in naval literature.



Focus is back on T200

PHOTOGRAPHER Des Kilfeather took more than 3,000 images between March and June last year, and has whittled them down to a 'mere' 400 for his *Trafalgar 200 Through the Lens* (£29.50, *self-published*, ISBN 0-9553004-0-1).

Steve Bush produced an admirable montage of T200 images shortly after the event; this work is a less 'hippy' affair – though certainly not devoid of ships – for, as the author says, it "gives almost an equal weighting to the people involved."

And it's these candid shots which are the most fascinating: an admiral in full regalia on a mobile phone, France's Admiral Alain Dumontet (who in these images bears an uncanny resemblance to George W Bush) giving an interview, sailors of all nationalities enjoying the odd (well, a lot) of beer, a rather hot and sticky Terry Wogan heading to a radio show.

Of course, the International Fleet Review and *son et lumière* show which followed it in the evening are the centrepiece of the book.

For a different perspective of the ships marshalled in the Solent, the author took to the skies to capture the scores of warships, tall ships and yachts mustering.

So, we now know that HMS Chiddingfold's bridge roof was adorned with a rather large Union Jack.

And on the water, there are some particularly nice shots of the submarines involved in the spectacle – attendees which with hindsight probably got overlooked last year amid the carriers, cruisers, destroyers and more.

Perhaps what is striking is how much you miss as an eyewitness watching these events – the heart by the Red Arrows, the aerobatic prop planes spinning through the Hampshire sky.

In all, a very welcome reminder of a most memorable event.

The beard who was feared

DESPITE the changing tastes of Hollywood, pirates have never really been out of fashion.

The current *Pirates of the Caribbean* franchise has given the scourge of the Spanish Main another cinematic lease of life.

And Johnny Depp's singular Captain Jack Sparrow is not nearly as outrageous as he appears when placed in the context of 'contemporaries' such as 'Calico' Jack Rackham, Charles Vane, the gentlemanly Charles Hornigold and his fearsome protégé Edward Thatch – better known as Blackbeard.

And it is this 'real pirate of the Caribbean' who is the subject of Dan Parry's book *Blackbeard* (£14.99, *National Maritime Museum*, ISBN 0-948065-69-9).

All the familiar elements are present – swaggering buccaneers (a word which bizarrely derives from the French *boucanier*, an early form of West Indian barbecue used for grilling meat), the 'wickedest city on Earth' (Port Royal in Jamaica), pirate sloops and galleys and clashes with authority.

The main narrative of Blackbeard's terrifying career is interspersed with pages on specific subjects, including a version of the pirates' code of conduct (surprisingly egalitarian and gallant), pirates' flags and pastimes and what was eaten and drunk on board a buccaneering ship.

Blackbeard's story, although sketchy in parts, is the stuff of legend. His early life can only be guessed at – Parry mentions Bristol as a possibility and a date of birth around 1680 – but there is plenty of documentation about his reign of terror in the Caribbean and Eastern seaboard of America in 1717-18.

One of the high – or low – points was the six-day siege of Charleston, when Blackbeard's flotilla, led by his flagship the *Queen Anne's Revenge*, held the busy port to ransom for a supply of medicine (though he also seized a small fortune from shipping as he waited).

The relationship between pirates and governments at the time was blurred, to say the least – many a British privateer, plundering enemy booty on behalf of his country, was seen as a villainous pirate by those he attacked.

Get caught at the wrong time and death at the end of the hangman's noose was the inevitable result, but at other times pardons were freely given, and several notorious rogues underwent a rehabilitation of sorts.

But not the physically-imposing Blackbeard, who could not resist the power and excess which he had grabbed for himself. His behaviour fully deserved the reputation he

garnered, but as well as a cruel and capricious man he was also shrewd and tactically adept.

His habit of wearing a baldric – a leather weapon belt – loaded with up to six pistols and two swords, and a predilection for going into battle with smoking fuses woven into his shaggy beard, meant the very sight of his ship or the thought of a confrontation was enough to knock the stuffing out of most opposition.

But the tactic failed to deflect the RN's finest, for it was a British lieutenant who put an end to Blackbeard's buccaneering.

The denouement came in a favourite pirate haunt, around the remote island of Ocracoke in North Carolina, where in late 1718 Blackbeard and Charles Vane held a massive pirate party that lasted nearly a week, and is still re-enacted in the 21st century.

News reached the Governor of Virginia, Alexander Spotswood, who was sufficiently disturbed to form a comprehensive plan of action against the den of thieves on his doorstep.

One strand of the plan was an attack by land, the other a sea-borne raiding party, both of which were led by RN officers.

And it was Lt Robert Maynard, First Lieutenant of the *Pearl*,

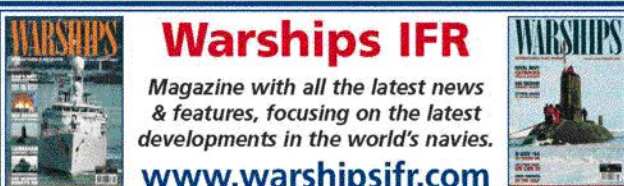
who would go down in history as Blackbeard's nemesis. Sailing a hired sloop into the pirate's lair in November 1718 (accompanied by a second sloop, commanded by Mid Hyde, and a total of 53 crewmen), there was a melee which brought Maynard's sloop *Jane* into collision with Blackbeard's *Adventure*.

A withering pirate broadside of partridge-shot caused mayhem amongst the Navy crew, and Maynard ordered the survivors into the hold. As the smoke cleared, Blackbeard believed the empty deck heralded total victory – but his first and last encounter with the Royal Navy suddenly took an unexpected turn.

The hidden sailors stormed out of the hold and in the bloody hand-to-hand fighting a Navy crewman dealt Blackbeard a fatal blow. The pirates were defeated, their leader's head cut off and displayed from the victor's bowsprit – and the decapitated corpse of Blackbeard, thrown overboard, was said to have swum around the sloops before disappearing.

Parry's book is immensely readable and well-illustrated.

And in the end, the real pirate of the Caribbean – a frightening criminal who followed whims yet calculated to a fine degree – is perhaps not so far from childhood images of Captain Hook and his fictional cohorts after all, with Parry's book adding a bedrock of fact to legend.



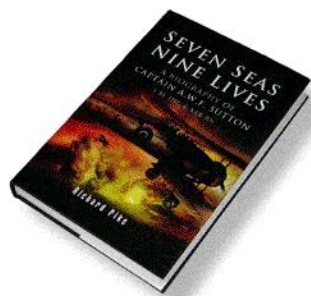
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The admiral who sold his soul to the Nazis

Judgment day once again

THE raid on the Italian fleet at Taranto in November 1940 is the stuff of Fleet Air Arm legend – and arguably its finest hour.

Sixty-five years after Operation Judgment, there are few survivors of the raid left.

One is Capt Alan Sutton, whose story is recounted by Richard Pike in *Seven Seas, Nine Lives* (£19.99, Pen & Sword, ISBN 1-84415-3533).

Sutton earned the DFC for his role as an observer in the raid (his exploits that night will make hairs on your neck stand).

This isn't a complete biography of its subject – Capt Sutton served until 1964 yet the book effectively ends after Taranto; the author has chosen episodes in his subject's life instead.

The story opens with a vivid account of the Invergordon mutiny of 1931; a then Mid Sutton was in charge of a picket boat bringing mutineers back to HMS Repulse.

We then move on to the Fleet Review of 1937 and the RN's role in the Spanish Civil War through the eyes of the officer by now serving in HMS Basilisk.

And from there we jump to November 1940 and that raid (the wheels of Sutton's Swordfish struck the water during the attack on the Littorio).

The writer's choice of present and future tenses is a little off-putting. But his book does offer a much-needed glimpse into ordinary life in the RN in the 1930s, and the Spanish 'incident' about which there are few first-hand accounts from the RN.

And it begs one question: Capt Sutton has a flair for telling a story – his account of the Taranto raid is wonderfully vivid – so why didn't the officer put pen to paper himself?

ASK most Britons to name a German admiral and there's a good chance two names will crop up: Tirpitz and Dönitz.

But arguably the most influential leader of Germany's navy during the 20th Century was Erich Raeder, head first of the *Reichsmarine* – then, under Hitler, the *Kriegsmarine*.

Few people are better able to assess the *grossadmiral's* role than Keith Bird, one of the doyens of German naval history.

In *Erich Raeder: Admiral of the Third Reich* (£22, Naval Institute Press, ISBN 1557500479) draws on countless published and unpublished sources to paint a complete picture of a man whose career was, to say the least, varied.

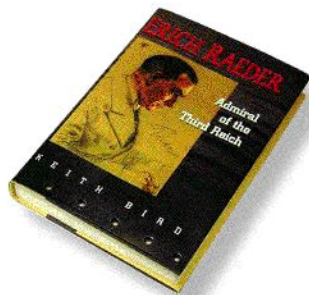
Born in 1876, Raeder joined the then small Imperial Navy in 1894. By the outbreak of war he was chief-of-staff to Franz von Hipper and served with the admiral at Jutland.

He remained in the rump of the German Fleet post-war, wrote one of the official histories of the conflict, and rose to its head in 1928 – five years before Hitler came to power.

A conservative monarchist at heart and staunchly religious, Raeder tolerated or supported the Nazis to ensure backing his fleet. The ends justified the means.

And so Erich Raeder tolerated anti-Semitic policy, which included driving Jews out of the Navy; he did, however, fiercely defend the Church's role in the Fleet. He sacked a senior admiral who lambasted the "brown Party bosses" and continued to wear his Nazi Party Golden Badge – "the highest decoration National Socialist Germany could bestow – until March 1945, long after he resigned as head of the *Kriegsmarine*.

Raeder had learned much from the Great War, not least that Germany would never be in a position to challenge the Royal



Navy. "We would be doomed to failure right from the start," he warned if it came to war again with Britain.

Which, of course, poses a problem: how do you build up a German Fleet without the British becoming twitchy? One solution was the 1935 Anglo-German Naval Treaty which limited the size of the *Kriegsmarine* to roughly a third of the size of the Royal Navy.

The treaty meant Raeder forbade his staff contemplating war with Britain, but within 18 months it was clear that a war with Britain – or England as the Nazis insisted on calling the Isles – was a distinct possibility.

Grandiose plans were drawn up by the admiral's staff: a mighty fleet of ten dreadnoughts, 15 'pocket' battleships, eight carriers, more than 50 cruisers, and nearly 250 U-boats, all designed to ravage the Empire's supply lines – not grapple with the Home Fleet. Such a force would not be ready until the late 1940s, however.

Instead, Raeder found his inadequate Fleet at war with Britain and France in September 1939; it would be able to do little more than demonstrate its ability "to die gallantly", he lamented.

In war, the *grossadmiral's* leadership was contradictory. He ordered his ships to avoid battle with the enemy at all costs "even if inferior" to preserve his small forces, yet risked the *Kriegsmarine* in the occupation of Norway in



● An admiring glance from Grossadmiral Erich Raeder at his Führer in Berlin in the summer of 1940 at the peak of Hitler's power

1940 – an operation, he conceded, which "breaks all the rules of naval warfare".

Germany got Norway, but lost a surface fleet in the process. Her battle-cruisers were crippled, her destroyer fleet decimated. The *Kriegsmarine* was in no position to invade Britain when the showdown came in the summer of 1940. Instead, Germany chose to grind Britain down in the Atlantic and in the Mediterranean.

What is clear throughout Bird's excellent biography is that Raeder's shortcomings were symptomatic of the Wehrmacht's shortcomings. The aims outstripped the means.

After the fall of France and again after Japan's entry into the war, senior staff officers in the *Kriegsmarine* drew up far-reaching plans for Axis domination of the seas.

Franz Halder, the prickly Chief of the German General Staff from 1938-1942, complained acutely that Raeder and his staff were "dreaming in terms of continents".

Thankfully, the dreams of the Naval Staff remained just that. By the autumn of 1942 the Third Reich's military machine was being mauled at Alamein and at Stalingrad.

Raeder's star was on the wane. The Allies invaded North Africa and the admiral's long standing *nolite tangere* instructions to his surface fleet in the face of enemy warships led to the disastrous Battle of the Barents Sea in December 1942 when an inferior British force outfought – and outwitted – German craft in the Arctic twilight.

Within a month, Erich Raeder had retired, replaced by the younger, U-boat advocate, Karl Dönitz (a figure who appears surprisingly infrequently in these pages).

This is a first-rate – and long overdue – biography of the senior admiral of the Third Reich. It reveals a deeply-flawed individual who was far more pro-Nazi and more of a warmonger than he would have the world

believe post-1945.

"The German Navy stands before the Court and the world with a clean shield and an unstained flag," Raeder argued at Nuremberg.

Yet he had willingly plotted the *Kriegsmarine's* rise and had been the chief – though not sole – advocate of the invasion of neutral Norway. Such actions earned him a life sentence (he was released in 1955 on ill-health grounds, however).

It is hard to disagree with Bird's scathing indictment. "He concentrated on but one thing: the creation of a German sea power on a global scale."

Like most of his contemporaries in the Wehrmacht, the *grossadmiral* was a *nur Soldat* – pure soldier – who thought only of his profession, not its consequences.

Perhaps in death, Erich Raeder realised his terrible misjudgment. As his coffin was lowered into the earth in Kiel in November 1960, his coffin was draped with the flag of the Imperial Navy.

Testing times for Winkle

FOUR decades ago, the Admiralty asked Capt Eric 'Winkle' Brown to put pen to paper.

They thought his tale of naval aviation exploits would prove a draw to tomorrow's Fleet Air Arm pilots.

Forty-five years later, 'Winkle' Brown has picked up his pen to update *Wings on my Sleeve* (£20, Weidenfeld & Nicolson, ISBN 0-297-84565-9); the original was severely constrained by the Official Secrets Act.

Not so in 2006. This is the complete story of arguably the greatest naval aviator there has been.

One assessor described him as "a flawless pilot in every respect". He might have added "... and in every aircraft".

No aviator has flown more types of aircraft than Eric Brown, 487 to be precise, from Aeronca Grasshopper to the Zlin Akrobat (admittedly not aircraft the mainstream reader will probably have heard of).

In between are the legendary Buccaneer, the majestic Mosquito, the scourge of the Atlantic – Focke Wulf 200 – the trusty Canberra, the death-trap Heinkel 177 (Brown was "singularly unimpressed" by the sluggish bomber), the ground-breaking Messerschmitt 163 and 262, the whirlybirds Wasp, Wessex and Lynx.

Brown honed his skills with the Fleet Air Arm in the Battle of the Atlantic before becoming more and more heavily involved in the world of trials and experimental flying: the world of the test pilot.

It's fair to say such work was varied: testing captured enemy aircraft; could the Mosquito operate from a carrier (it could); which US fighter performed the best in protecting Allied bomber forces (the answer, the P51 Mustang).

A fluent German speaker – he met Great War ace and dive-bomber advocate Ernst Udet and aviatrix Hanna Reitsch pre-war and interviewed many senior Luftwaffe figures post-war, notably Reichsmarschall Hermann Göring – Brown was asked not merely to fly captured Luftwaffe aircraft, but also to mark up the instrumentation

in English.

Vignettes and larger-than-life characters abound in these memoirs.

This isn't merely a story of a naval aviator, or a test pilot, but the British aviation industry in its halcyon days of the 40s, 50s and 60s.

As befits a test pilot's life, there are plenty of near misses: a Tempest caught fire at 1,300ft; a rocket catapult remained stuck to the bottom of a Seafire (Brown managed to shake it free in time for landing).

And there are missed opportunities.

Chuck Yeager broke the Sound Barrier, but it might have been achieved sooner – and by a Brit – had the plug not been pulled on the Miles M52 jet in 1946 when the UK was well ahead of the Americans in the race to go supersonic.

Helicopters were a different matter entirely. The author arrived at Speke airfield in Liverpool with colleagues to pick up three American Sikorski R4B aircraft.

A senior NCO handed the test pilots an instruction booklet and that was it. Somehow, the rookie helo pilots got their birds back to Farnborough (after a stiff drink in the bar).

This is an outstanding addition to the bookshelves of naval aviation.

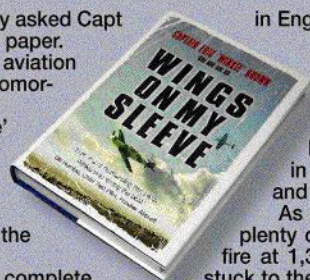
Pilot's memoirs have a tendency to be rather dry repetitive affairs; not so Brown's.

Copiously illustrated, filled with insights, opinions, anecdotes and observations, this is a gem of a book.

Perhaps the most interesting section is Brown's experiences in Germany at the war's end, evaluating the Luftwaffe's 'wonder weapons'. But in these 'wonder weapons' was, Brown astutely observes, part of the reason for Germany's downfall.

There were just so many: the jet fighter, the jet bomber, the V1 and V2, the 'flying wing' and many more. Failing to concentrate on any one design, the Germans had dispersed their efforts.

The road to everywhere leads to nowhere.



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Collingwood avenge defeat

HMS Collingwood lifted cricket's Navy Cup, sweet revenge for defeat at the hands of Drake 12 months ago.

Drake entered the contest as favourites, having demolished Seahawk in the semis, while Collingwood had not lost a match all season.

On a desperately dry wicket, Collingwood won the toss and batted with Cdre Charles Montgomery (Cdre MWS) and Lt Cdr Tony Bosustow opening.

Bosustow made 33 before he lost his off-stump, while the commodore was on 27 when he attempted a tight single... which he didn't make and he pulled a hamstring into the bargain.

WEA Tom Brogan with 41 and 63 from Lt Cdr David Knight (man of the match) pushed the Fareham establishment onwards, and a rapid-fire 20 from skipper WO Paul Spinks took Collingwood to 222 all out.

The last four wickets fell in four balls; two to Drake's Mick Cartwright, two to his teammate Andy Parrish.

Nick Slocombe and I Luya opened Drake's response with a solid partnership of 45 before Luya was trapped lbw by C Jones for 21.

Slocombe continued on to 36 before being run out... which precipitated a Drake collapse. Before the over was out Spinks had taken two more wickets, demolishing the Devon side's middle order. (It could have been even worse as Collingwood dropped five catches off Spinks' bowling.)

Only a rapid 33 in 44 balls from Parrish and an unbeaten 54 from skipper David Wyatt provided some backbone to the innings, but Drake fell 54 runs short of their target.

IF IT'S September, it must be the return of the football season.

And it returns in earnest at Burnaby Road from September 15-17 with the U21 Inter Command/Establishment Competition.

We are hoping for representatives from HMS Collingwood, Sultan, Raleigh and Dartmouth, as well as Fleet, air stations and the Royal Marines.

This will essentially form the joint U18 and U21 trials and the selection process for the U21 squad in the full Inter Commands the following weekend.

Over the summer you might have found members of the RNFA in the unusual setting of Millbrook vehicle testing ground in Bedfordshire.

As part of the RNFA's partnership agreement with VT Defence, it attended the DVD annual vehicle event run by the DPA and DLO.

The footballers set up their newly-acquired inflatable 'shooting range and speed gun', which acted as a diversionary activity to the main business of test driving vehicles.

Back on the pitch, HMS Sultan provided the strongest teams for the annual 7s contest.

Having dispatched Neptune and Raleigh respectively in the semis, Sultan A and Sultan B clashed in the final, with the A team coming out 1-0 winners.

Elsewhere, more than 60 youngsters from ethnic minorities in the Portsmouth area were hosted at a youth football tournament.

Coaches from HMS Temeraire organised a series of five-a-side matches on Southsea seafront, aimed at drawing in young people from all social and ethnic



Onside with Capt Paul Cunningham, RNFA

backgrounds.

The tournament – held on a bone-dry pitch after this summer's scant rainfall – is the first youth initiative in a series of Outreach events, including the 'We Were There' exhibition last October, run by the Royal Navy's civilian diversity and equality team in Fleet Headquarters, Whale Island.

The team has been working closely with black and minority ethnic community leaders over the last two years to promote racial equality and forge closer ties with Britain's diverse communities.

The football tournament was supported by Premiership side Pompey who donated footballs, while striker Lomana Lua Lua dropped in; the RN provided water bottles (needed on a baking hot August day) and a Brazil shirt signed by Pele (yes, the Pele).

RN Careers advisers were also on hand to chat to prospective Royals and matelots.

"The tournament is a very good way to encourage young people in our community to come together," said Syed Haque, from Greater Sylhet Development and Welfare Council UK, which has been working with the RN for the past couple of years.

"The Navy is taking an interest in the Bengali and other ethnic communities and this is a positive step that will be of benefit to us all."

There's more information on Navy football at www.royalnavyfa.com; the site now contains this season's fixtures.



● Youngsters coached by HMS Temeraire staff take part in the RN-backed multi-cultural football tournament in Portsmouth

Picture: LA(Phot) Judy Hurst, FRPU Whale Island

Scullery made possible by physios

TWO members of the RN and RM Amateur Rowing Association competed at the Peterborough Summer Sprint Regatta, where competition was fierce as it was the season's end.

Both Lt Ben Kadinopoulos RN (RN/RM Captain of Rowing) and O/C Joe Leiserach (Newcastle University Bursar) took part individually in the novice category of the single sculls and together in the Senior 3 double sculls. Whilst not new to rowing, there is a considerable difference between sculling (where the athletes use two oars) and rowing (using a single sweep oar each).

The organisers of the event saw fit to enter each in separate divisions of the novice category and in so doing prevented a face-off between the two.

In unpleasant conditions and strong head winds, both Joe and Ben convincingly won their heats to get through to their respective finals and were both victorious to take home an RN clean sweep at the novice sculls.

The two also raced in the Senior 3 double sculls and had a dramatic dead heat in the semi-finals with Tideway Scullers School.

In their fifth race of the day the pair wearily came home third in doubles final, a good result for their first race together.

The following day saw Ben win the sprint 500m race in the Senior 3 category for his second victory of the weekend.

Whilst not a dramatic feat in itself, in February Ben suffered a badly-prolapsed disc in his lower back, training for the World Indoor Rowing Championships, and had to take the whole season off sport altogether.

He was sent to the Portsmouth Area Regional Physiotherapy and Rehabilitation Unit in June for a three-week intensive physiotherapy treatment course – which paid quick dividends.

"It was a total surprise to be able to do so well, having only been sculling for three weeks and out of training for so long," said Ben.

"My sincere gratitude to the team of professionals at the RRU who made it all possible for me. Six months ago I would not have dreamt of competing so soon, let alone winning a pot – winners of rowing events are presented with tankards rather than medals."

As Navy News rolled off the presses, the World Rowing Championships were in full swing at Dorney Rowing Lake, near Windsor.

For the first time in 20 years the event was being held in the UK and an RN oarsman, S/Lt Peter Reed was competing in the GB Coxswainless four.

Wimbledon win for ladies

FOR the second successive year, the RN Ladies Tennis team left Wimbledon clutching a trophy.

The side – Surg Lt Cdr Jo Cooke, Lt Cdrs Charlotte Bull (captain) and Katharine Rackham, Lt Kate Gwilliam, AET Sarah-Jane Pritchard, Surg Lt Lara Hurbert, WO Nickii Hudson and Cdr Judy Onions – held on to the Inter-Service title, staged at the home of British tennis.

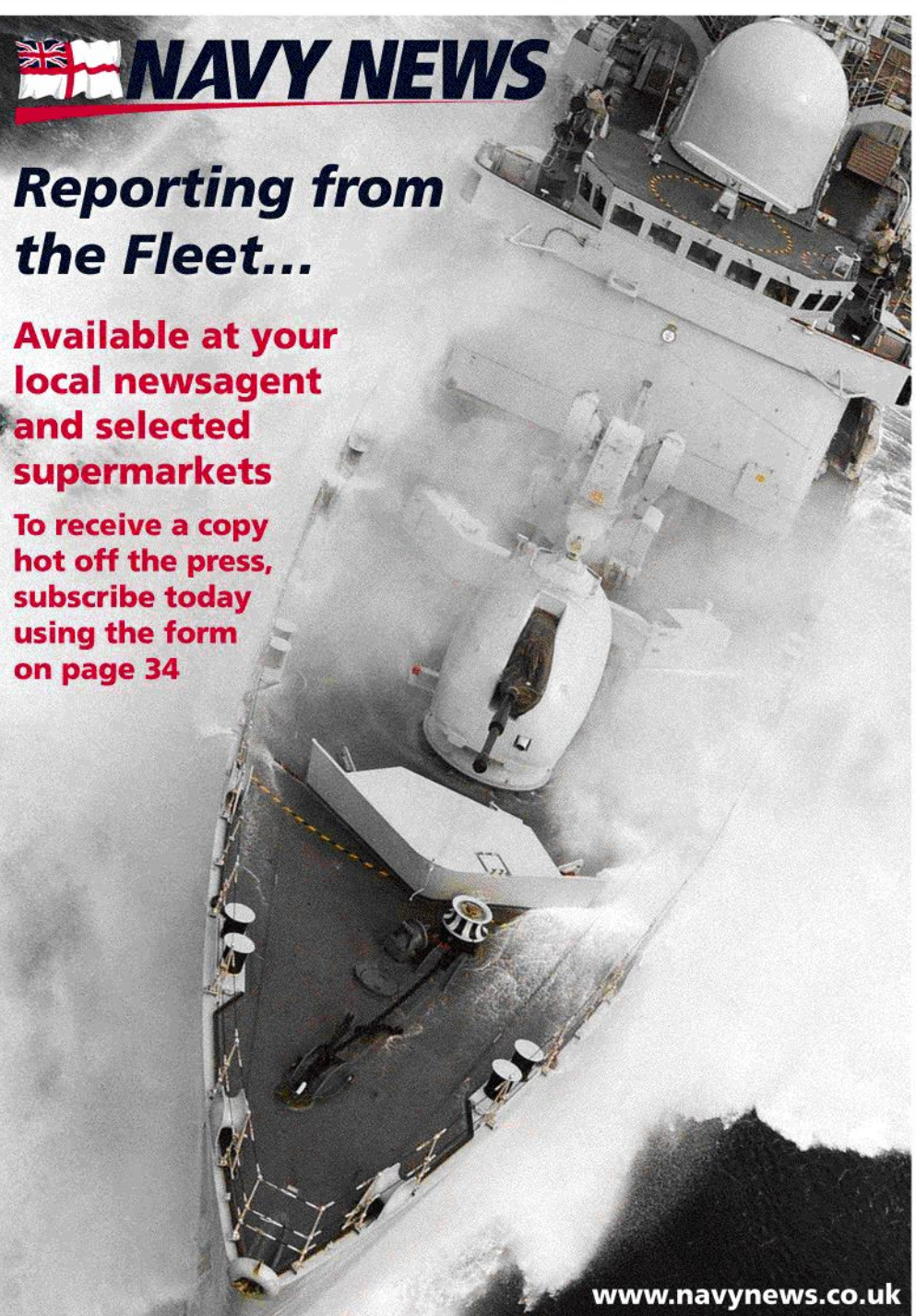
The victory marked the last act of WO Nickii Hudson's long association with the sport and the RN. After 12 years as secretary of RNLTA(W) and 36 years in the RN, she is retiring; she was presented with a glass bowl engraved with the names of players past and present as a memento of her service.

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'The best season for decades'

THE baton passes to a new generation of Navy boxers after their most successful season in years.

Long-standing coach PO(PT) 'Q' Shillingford (pictured) steps down from the top position in the world of RN pugilists believing the sport has rarely been in better shape.

This month two fighters represent their respective countries – and their service – in international bouts.

Super heavyweight Mne Sam 'The Hitman' Scott (CTC RM) – Scottish No.1 and GB No.3 – is fighting with a Scotland team in Canada, one more step down the road to hopefully representing his country in Beijing in 2008 and the Commonwealth Games in Delhi in 2010.

Also overseas is featherweight Lt Lucy Abel (Collingwood), who this month is representing England at the European Championships in Poland.

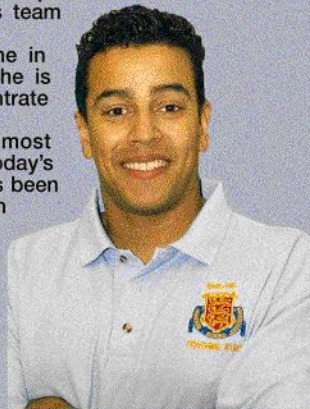
Nurturing their talent and other boxers in the RN arsenal now falls to Sgt Graham Alderson RM, another stalwart of the sport who is currently going for his England senior coaching title.

'Q' has been the mainstay of RN boxing – and a regular contributor to these pages – for the past six years during two terms as team coach at Nelson gym.

But with the end of his time in the Senior Service imminent, he is handing over the reins to concentrate on life outside the RN.

"We have one of the most successful sports teams in today's Armed Forces. This season has been the best for decades, with the RN producing national champions at all levels," said 'Q'.

"I'd like to thank COs, heads of department and units who have released sailors and marines and allowed them to develop their potential."



Some of the RN fighters who've left their mark under 'Q':

NATIONAL CHAMPIONS

| | |
|--|--------------------------|
| Mne Mick 'The Irish Hammer' O'Connell..... | England ABA Champion |
| Lt Lucy 'The Terrier' Abel..... | England ABA Champion |
| MEM Gareth 'Stingray' Smith..... | England JABA Champion |
| Mne Dave 'The Powerhouse' Robinson..... | England Class B Champion |
| Mne Sam 'The Hitman' Scott..... | Scotland ABA Champion |

INTERNATIONALS

| | |
|--|----------|
| Mne Alex 'The Hornet' Urrutia..... | Wales |
| Mne Dave 'Hurricane' Tang..... | Wales |
| Mne Mick 'The Irish Hammer' O'Connell..... | England |
| OM Neil 'Bazooka' Suku..... | England |
| OM Shaun 'Mac Attack' McDonald..... | England |
| MEM Gareth 'Stingray' Smith..... | England |
| Lt Lucy 'The Terrier' Abel..... | England |
| Mne Jim 'The Thin Destroyer' Cusick..... | Scotland |
| Mne Sam 'The Hitman' Scott..... | Scotland |

Consistency helps Wendy

EVEN a new course record was not enough to win the RN Ladies Golf Championships at the China Fleet Country Club.

This was the first time the ladies have extended the event to two rounds, with the aggregate score of the 36 holes counting.

In round one OM Claire Jones (Ark Royal) carded six birdies in returning a one-over-par 74, beating the existing course record by one shot.

This was an excellent round by any standard, but very windy conditions made it even more commendable. It will no doubt have an effect on her current handicap of 6.

This latest statistic now means that both men's and ladies' course records are held by people playing in the Navy Championships – LWtr Ian Ashenden set the men's record (69) in 1993.

Jones' performance somewhat overshadowed another fine first round of 76 by PO(PT) Wendy Briggs (Drake).

It was Briggs who produced the better play in round two with an 80 to Jones 84 to take the title by two shots overall.

Despite both players being in the Service for some years, this was the first year that both were available to play in the championships and the long awaited duel did not fail to excite.

In the handicap event, Lt Lauren Hulsten (824 NAS) took the prize with two good rounds, particularly round one, which should mean a substantial handicap reduction.

With these excellent performances, the ladies now look forward to the Inter-Services on September 18-21 at Gullane near North Berwick.

Other Recent Results:

RN Men vs Dorset (Crane Valley Golf Club, Verwood): lost 8pts-7
Navy Cup (China Fleet Club): Winners: CTCRM (Hayes, Buckley, Holland and Halliday) – 226pts; runners-up: 42 Cdo (Tomkins, Goodridge, Price and Moth) – 223pts. Individuals: 1 – McClean (Portsmouth) 81pts; 2 – Tomkins (42 Cdo) 77pts.
RN Ladies vs Cams Hall: lost 3pts-1
RN Ladies vs Hayling: lost 2pts-1/2
RN Ladies vs RNAS Yeovilton Golf Society: lost 3-1
RN Ladies vs China Fleet Country Club: Halved

Athletes' good haul

Continued from page 52

Men's captain PO(PT) Neal Edwards (JFC Naples) finished third in the men's 400m hurdles, with a typically committed and battling performance in the home straight.

Std Sol Marong (Gloucester) again finished third in the 400m, only this year he had to do it after returning from a few months deployed at sea – an excellent achievement. The last remaining medal was won by Std Shely Prescott (Nelson) in the women's 100m as she finished third, spurred on by the good wishes of her aunt – UK International Donna Fraser.

Although he did not win a medal, special mention should be made of CPOWEA Paul Hillyard (Porflot PCP), whose boundless energy and enthusiasm at the age of 52 took him to a personal best height in the pole vault, where he finished fourth.

All of the team displayed both moral and physical courage, exemplified by Lt Cdr Jennifer 'JJ' Jenks (MOD London) and PO(Std) Heidi Winn (Raleigh), both of whom doubled up in the 1,500m and 5,000m. LPT Charlene Mayers (Raleigh) put in a debut performance of merit in the 100m hurdles as well as her normal triple jump. PO Pete Waumsley (also Raleigh) completed the embodiment of 'the team works' by Raleigh's New Entry Instructors as he recorded good times in the 1,500m and 3,000m steeplechase.

■ CPO(WEA) Paul Hillyard later finished runner up in the British 50-plus men's Decathlon Championships.



● Man of the match OM(SSM) Rob Jenkinson (in white and blue) harries the Wessex attack

Net gain for lacrosse team

THE inaugural match by the RN lacrosse side saw the sailors triumph over a team who had already dispatched the Tri-Service squad.

Wessex were invited to RNAS Yeovilton as foes during the first run-out by the Navy, led by Lt Dan Weil (845 NAS).

Five beginners were in the 14-man RN squad and initially the Navy struggled to get to grips with the unorthodox offside rule.

Once that difficulty was overcome, the team got into its stride under the blistering Somerset sun.

Wessex brought along a mixture of experienced players and young blood

enjoying their first taste of action at the senior level.

LAET Dean Evans (845 NAS) had a storming game in defence with some superb cut downs by knocking the ball out of the way mid-flight.

C/Sgt Maj Kev Lewis (Raleigh) ran throughout the four 20-minute quarters in midfield, proving to be the fastest man on the pitch.

S/Lt Jamie Davies (Yeovilton) worked tirelessly in attack, providing some superb cuts in front of goal.

The distinction of scoring the first hat-trick in modern RN lacrosse history goes to

LWEA Graham Teal (Raleigh).

He didn't take the man of the match title in the 8-6 RN victory.

That honour went to OM(SSM) Rob Jenkinson (Raleigh) who played the crucial role of long stick defensive midfield using his titanium 'wand' to good effect; there were not many Wessex men who made it past him.

Wessex played true to form throughout – with determination and skill – challenging the fledgling RN side in every respect.

Anyone interested in following the pioneers' footsteps can e-mail Lt Weil at RN.LACROSSE@inet.net on the intranet.

Back in the saddle

AFTER a fantastic 2005, the first half of the 2006 cycling season has seen some highly-encouraging performances from RN riders – especially in the demanding world of time trials.

No-one has proved his cycling ability more than WO(SA) Garry Drew (Culdrose) – current leader of the RN Clubs Points contest.

The 10-Mile Championships were staged in conjunction with Plymouth Corinthians CC Open event on the newly-resurfaced A38 near Buckfastleigh and Drew stormed round in a personal best of 21m 2s to take his first RN title. Second place went to Steve Mercer (a former RM and associate member) 25 seconds behind, with former CPO Mark Gorman taking third spot with 23m 12s.

The A38 in mid-Devon was also the setting for the RN 100-Mile Championships where Drew sliced a mighty 10 min off his previous best to record 4h 5m 18s – and take his second RN title of the summer.

Second place went to novice 100 rider Cdr Simon Wise (MOD Abbeywood) who finished in 4h 41m 33s with Bob Richards (former CPO and associate member/Flagship HMS Raleigh) in third on 4h 52m 14s. Also riding their first 100 were Brian Kilgannon (a former marine and MGS Raleigh) and Lt Simon Paget (Raleigh) who both finished just over the five-hour mark.

It was back to Buckfastleigh for the RN 50-Mile contest, held as part of the Mid-Devon CC Open and South West Championship.

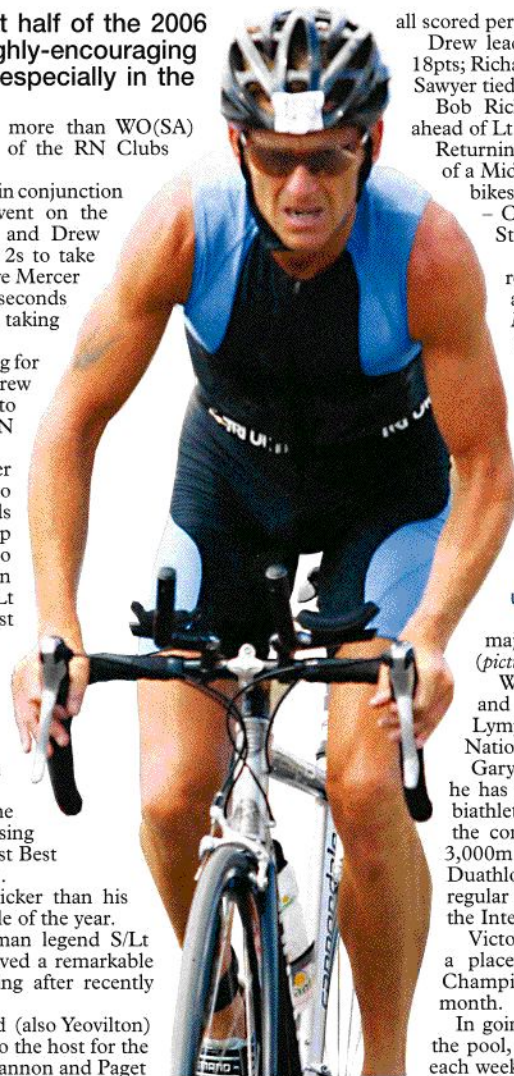
The RN had a lot at stake in this event as they were also current district team champions over this distance.

Drew had the best race of his life when he narrowly missed out on the overall win losing out by a few seconds to the 2004 South West Best All-Rounder Julius Jennings (CS Dynamo).

Drew's 1h 53m was seven minutes quicker than his previous best and gave him his third RN title of the year.

Second place was taken by Deca-Ironman legend S/Lt Jason Sawyer (RNAS Yeovilton) who achieved a remarkable time of 2h 1m 26s after very little training after recently passing out of BRNC.

Third was CPO(AEA) Barrie Whitehead (also Yeovilton) on 2h 10m 33s. The team just missed out to the host for the District team championship. Richards, Kilgannon and Paget



all scored personal bests.

Drew leads the Clubs Points Competition by a clear 18pts; Richards is in second place on 22, with Mercer and Sawyer tied in third on 17 pts.

Bob Richards leads the Best All-Rounder category ahead of Lt Paget.

Returning to the saddle last month (the small matter of a Middle East crisis has thus far kept them off their bikes) were two of the RN's most successful riders – CPO(PT) Sean Childs and CPO(MEA) Aran Stanton (both HMS Illustrious).

The Lusty duo share most of the Navy cycling records between them so the battle with Drew at the 25-Mile Time Trial Championships as *Navy News* went to press promised to be an enthralling showdown.

This month the Navy has entered three teams in the International Duo Norman Race in France – while at the same time their cycling colleagues try to hold on to their Welsh 12-hour team title.

This year has seen the largest increase ever in the association's membership on the back of 2005's successes.

For more information contact CPO Childs (navynet e-mail HMS.ILLUSTRIOUS-CPOPT@inet.net) or log on to www.navycycling.org.uk

■ ANOTHER athlete who has scored a major success on his bike is Cpl Gary Gerrard (pictured).

We say 'bike', but really we mean bike, pool and track as the 43-year-old from CTC RM Lymington took the veterans' title at the British National Triathlon in Wakefield.

Gary is one of the Corps' outstanding athletes: he has represented the Royals and his country as a biathlete (cross-country skiing and shooting), holds the commandos' records at 10,000m, 5,000m and 3,000m on the track, taken second place in the World Duathlon (run-bike-run) and since 2000 has been a regular fixture in the world of the triathlon; he's won the Inter-Service title three times.

Victory in West Yorkshire guarantees the marine a place representing Great Britain at the World Championships in Lausanne, Switzerland, this month.

In going for that title, Gary is clocking up 10km in the pool, 300km on the bike and 100km on the track each week in training.

Shootists end 28-year cup drought

NEARLY three decades after sailors and green berets last lifted the Whitehead Cup, the scene was repeated by today's generation of shooters at the Central Skill at Arms meeting.

The Army and Navy have been competing for the Service Pistol Shooting trophy since 1896; the RAF joined in the annual contest at Bisley subsequently.

The words 'RN and RM Combat Pistol Team' were last engraved on the base of the cup in 1978.

Step forward Cdr Ian Danbury, WO2 Dave O'Connor, Sgt Dave Anderson, Gunnery Sgt Eric Elizondo (on exchange with the RM Marksmanship Training Team at CTC RM), AET Jim Stead, WO2 Paddy Newell, Sgt 'Ozzy' Osborne and Col Paul Denning.

WO O'Connor had earlier earned the Queen's Medal as the champion shot in the RN and RM (as we reported last month) and also added the RN and RM Service Pistol title.

The Senior Servicemen took the cup by a single point ahead of the RAF and Army.

The performances of Cdr Danbury and AET Stead promptly earned them an international call-up for the Great Britain squad.

"This truly was an historic occasion given the history of the cup and the 28-year gap without a Royal Navy win," said a delighted Cdr Danbury.

More details about the sport are available from the Royal Navy and Royal Marines Rifle Association at www.rnmra.org

Polo prince defeats RN

ROYAL blood helped the Army to victory in the 30th anniversary Rundle Cup match against the RN on the polo field.

Prince Harry turned out for the soldiers in the 8-3½ victory over the RN side, comprising Lt Cdr Nick Cooke-Priest, Cdr Arnie Lustman, Cdr Adrian Aplin and Capt Richard Mason.

A crowd of more than 4,000 gathered at Tidworth Polo Club, to watch the Army lift the trophy for the second successive year.

It is an honour Harry's father enjoyed when the annual match was revived in 1976 – except that the Prince of Wales was playing for the then victorious Royal Navy side.

In 2006, the scoreline did not reflect the hard-fought contest in a match of drama, speed, horsemanship and skill.

The Army conceded a one and half point handicap to the Senior Service but soon made up the deficit and ran out worthy winners.

The cup itself dates back to 1909 when it was fought for on Malta, a competition run until 1966; it was re-introduced ten years later on UK soil.

Brothers in arms lock horns

THE highlight of the rugby league season is upon us: the Inter-Services.

Any goodwill built up during the three Services 'Brothers in Arms' tour of Australia this year will vanish on the pitch.

The RN head to Richmond RUFC to grapple with the Army on September 13 (kick-off 7.30pm), followed by a visit to Burnaby Road by the RAF on Friday September 22 (again a 7.30pm kick-off).

After last year's roasting at the hands of the airmen (we beat the Army), the RN are out for revenge, helped by a pre-championship training camp with head coach Wayne O'Kell with legendary (although currently struggling) Wigan Warriors.



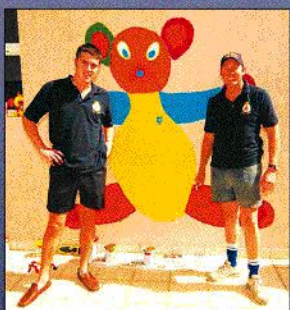
**Amazing men,
amazing boat
– the tale of
Tai-Mo-Shan**



**Naval success
political mess
– Suez 50
years on**



**Special guest
tsars – all the
action from
Navy Days**



**New mates in
Kuwait – Kent
helps a
school out**



**The smallest
command
in the Navy
– jetski riding
with Tyne**



Athletes' haul of fame

ROYAL Navy athletes performed with great credit and to the best of their ability at the Inter-Services Athletics Championships hosted by the Army at Tidworth.

The event took place on the hottest day of the summer and thus presented additional challenges for those running 800m and above, writes WO1 Paul Winton, RN Athletics Team manager.

The men's team recorded their best points score against the other two Services in years.

The women's team suffered the late loss of three previous medal winners from the team and were not quite able to match the previous year's performance of beating the RAF.

Nevertheless, the 14-medal haul was the best total for five years.

RN athletes' performance should always be taken in context at these championships, with opportunities to train and compete more limited in comparison with the other two services.

High standard competition is assured, with a number of international athletes, including an Olympic medallist, present at this year's event.

The performance of the day came from LOM Andy 'Man Mountain' Dawkins (Neptune) winning the Men's Shot Putt, a well-deserved reward for the effort and commitment he has put in over the past year – it has been a long time since any medal has been won in this event.

Sgt Tim Watson (BRNC) was also a winner in the Men's 3,000m steeplechase, albeit slightly less surprisingly as he has won it on four previous occasions.

Mne Mike Wilshire (CTC RM) was another who excelled himself with a brave front-running performance in the 1,500m to finish second, just losing out in the final sprint.

Mike is another who has reaped the benefit of commitment to a robust training and racing programme, running much faster times despite the constraints of regular field exercise



● Sand-down: WEA Rob Nelson (Collingwood) lands in the pit as he wins the long jump at the RN Championships; he represented the RN at the Inter-Services in the long and triple jumps, plus javelin

commitments. It's unlikely that many other middle-distance athletes of Mike's ability spend quite as much time living in a hole in the ground.

OM Mark Holvey (Vanguard) upset the balance in the high jump to claim a silver medal, jumping a season's best and only losing out on 'countback' after leaping over the same height as the winner.

Lt Carolyn Lucocq (Nelson) was one of two double medallists in the women's team, thus adding to her collection of medals. Previously an Inter-Services heptathlon champion, her versatility and team spirit were rewarded by a silver medal

in the triple jump after filling the spare place at the last minute, setting a fine example as team captain. Later she finished third in the 800m, holding off the fast-finishing Lt Linda Lawrence (BRNC) who had to be content with a personal best time.

OM Kayleigh Holbrook (Illustrious) fell when well placed last year in the 100m hurdles; those demons were exorcised with a second-place finish – her strength and technique ensured a medal was never in doubt.

SA Rhian Hanson (Richmond) added to her clutch of previous throwing medals with third place finishes in both the discus and shot putt, although she did

not quite match her father's expectations with respect to technique.

Technique is everything in field events and thus Major Jamie Summers' (CTC RM) excellent technique enabled a bronze in the men's hammer, despite being the smallest and lightest competitor – many years of training and competition proving very beneficial.

S/Lt Torry Southern (BRNC) surprised herself with bronze in the javelin with a throw not far short of her near-namesake's (Kelly Sotherton) in the recent European Heptathlon Championships.

■ Continued on page 51

● Pause for applause... Shipmates congratulate an exhausted MAA Dave Harris as he enters the record books having rowed non-stop for 73 hours.

Picture: LA(Phot) Pepe Hogan, HMS Bulwark

The happiness of the long-distance rower

NOT content with helping to rescue hundreds of frightened Britons from war-ravaged Lebanon, MAA Dave Harris has added a third world record to his already impressive credentials.

As HMS Bulwark left Middle Eastern waters bound for home after a seven-month tour of duty, all the training and effort Dave has put in during downtime on the deployment was made to count as he set out to beat the record for the longest continual row.

In 73 hours on the Concept 2 machine, Dave covered 626,125 metres – 626 kilometres or 389 miles in 'old money'; that's the equivalent of driving from Plymouth to Carlisle.

He beat the previous record, set in California five years ago.

The senior rate already holds the 24-hour record (307,683 metres), which has stood for five years.

And in 2004 he rowed 100,000 metres in 6hrs 55m 52.9s, knocking 17 minutes off the previous record.

There's no doubt that the latest attempt was the most challenging and at times, particularly during the second night of the row, he flagged.

But urged on by shipmates and, from afar, by the staff of the children's ward at Bishop Auckland General Hospital – Bulwark's chosen charity and the beneficiary of Dave's record attempt – who sent photographs and messages of support throughout, the rower persevered.

"I knew I had it in me and it is a great feeling to prove it to myself," said Dave.

"Knowing the ship's company and hospital staff were cheering me on was a real boost."



SHIP TO SHORE

Royal Navy Amphibious Operations





A littoral guide

AMPHIBIOUS Operations are not new to British warriors – they were on the receiving end when Julius Caesar swept ashore in 55BC, and have seen both sides of the coin ever since (see page iv).

Using the sea to deliver a telling military blow to an enemy country on its own doorstep is a well-established tactic, and when executed to plan can add huge impetus to a campaign.

But as long-time exponents of the art – also called Combined Operations – British forces only embraced the modern concept after the blunders of Gallipoli (see page iv).

This doctrine, honed in World War 2, has much in common with the USA and Europe, though there remains one big difference between the US and UK.

While the former aims to bludgeon its way ashore against opposition, using technological and numerical superiority, the British prefer a more subtle approach, seeking to land against weak or non-existent opposition, using intelligence and deception tactics to slip ashore.

Not that British commandos avoid a fight; woe betide the defenders who try to thwart a wave of Royal Marines heading their way.

But there is an immense effort involved in getting the Royals to that point, and a description of a text-book operation indicates the

complexity of such undertakings.

The trigger for an amphibious operation need not be a military one, such as the invasion of the Falkland Islands in 1982, or the withdrawal of troops from Dunkirk in 1940.

Amphibious operations can also help in a humanitarian crisis, and can also evacuate civilians from a war zone, as in the Lebanon in July.

They can also range in size, from small-scale reconnaissance raids right up to massed assaults, such as the D-Day landings in Normandy in 1944.

But for our theoretical operation, there is a military objective, and the top brass have decided that the mission of an amphibious force is to get troops ashore in a foreign country.

One crucial factor is that a landing is a transition, the culmination of a maritime phase and the genesis of a land phase, and this overlap has proved the undoing of many a campaign plan, as admirals and generals bicker over supremacy.

Today the value of joint planning and a seamless progression from maritime to land phase is established, and in the days after the decision to deploy there will be much detailed planning by battle staff in all three Services.

At the same time the configuration of the force will be determined; in our example the force will leave from its home base, making availability and stowage of equipment simpler.

In reality the force may already be on deployment by the time the

plans are refined, and the nature of the operation will obviously have bearing on the shape and size of the task group.

In the meantime the intelligence gathering will have started in earnest. Satellite imagery, aerial photography and intercepted communications all have a part to play, but there is nothing quite like getting some of your people into the area.

Submarines have a role, capturing and transmitting digital images to planners within minutes.

But the best option is to land specialist forces or reconnaissance units to assess the strength and position of enemy forces and to gather information about conditions on chosen beaches, including tide and weather, natural hazards and the hinterland.

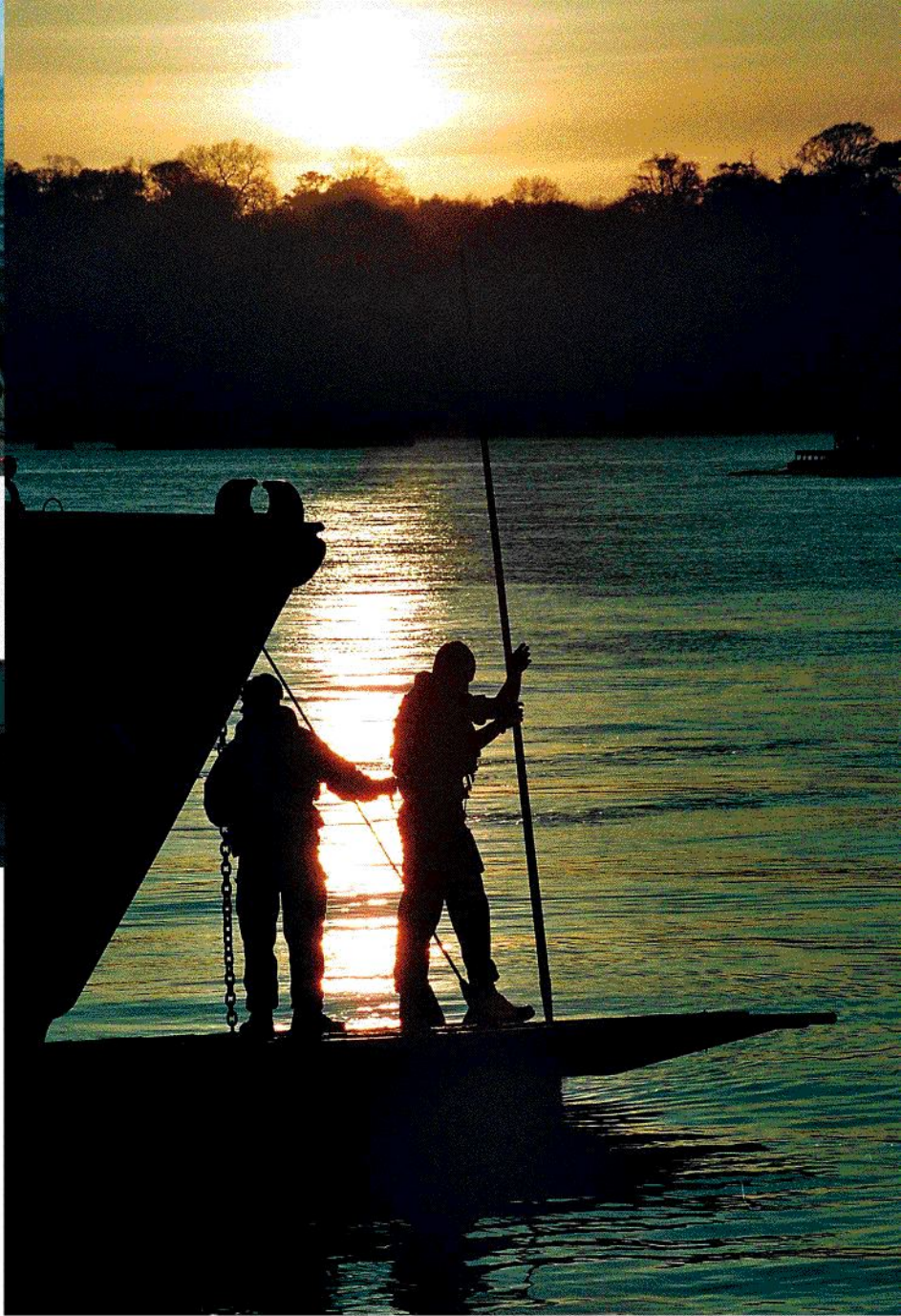
The task group will by now be forming up, and ideally will consist of:

- a transport group
- command/communications ships
- a fire support group to provide Naval Gunfire Support (NGS)
- the Land Force
- an air and submarine defence screen, based on a carrier group
- a mine warfare group
- auxiliaries for resupply.

The detailed plans, like a scenario, complete with unit objectives, timings and locations, will be just about ready as the force sets off for the Joint Operations Area (JOA) or battle zone, and commanders will feel a lot happier if the whole plan can be rehearsed on a

● **Amphibious C**
initial intelligence
Marines wait to
from HMS Ocean
their landing cra
ern Iraq; a hove
of HMS Albion d
fire Support; RA
close air suppor
Cdo RM ashore





de to landings

of friendly shore *en route*, confirming the order by which troops and equipment are landed, highlighting weaknesses and allowing troops to get a feel for their part in the grand scheme.

In the days preceding the actual assault itself, small groups of specialists will go into the JOA, dropped by submarine, ship or aircraft, possibly swimming or parachuting ashore.

They will watch the enemy, clear obstacles and prepare the ground; on the day of the assault itself they will mark beaches for incoming troops and direct gunfire – the latter task mainly falls to 148 (Meiktila) Cdo Forward Observation Battery Royal Artillery, RN and Army volunteers.

The safe arrival of the Task Group in the JOA means that all the components are in place for an assault, although for absolute peace of mind the commanders will seek total maritime and aerial supremacy.

The assault may be preceded by a bombardment, but if surprise is crucial the first sign of an attack could be the landing craft hitting the shore and helicopters flying in additional troops.

Helicopters have become a vital part of combined ops since they were first used in the Suez campaign in 1956; their unique strength is to allow troops to be landed behind or on the flanks of defending forces.

The first objective of the landing is to secure a foothold on the beach, and alongside the main infantry of 3

Commando Brigade RM forces – the ‘sea soldiers’ of 40, 42 or 45 Cdo – may be found members of 539 Assault Squadron RM, 3 Cdo Brigade’s integral landing craft organisation, which sets up a land-based command post and assists with maritime movement of logistics, as well as providing the wherewithall for the LF Commander to mount seaborne raids or flanking manoeuvres along the coast.

Also landed as quickly as possible are the 105mm guns of 29 Commando Regiment RA, which provides close artillery support for 3 Cdo Brigade. Fire co-ordination cells will ensure NGS and artillery are effective.

Hot on the heels of the spearhead troops is the LF Support Party, a squadron of the Commando Logistic Regiment which controls the beach and associated support areas.

GR7 Harrier bombers, 847 NAS’s HA Mk7 Lynx or Apaches can also be called on to hit pockets of resistance.

A specialist UK LF Command Support Group then comes into play. Headed by a HQ and Signals Squadron, there are six sub-units:

- Brigade Patrol Group (providing reconnaissance ahead of and to the flanks of the main force)
- Y Troop, an electronic warfare troop
- Air Defence Troop, using missiles to defend specific groups or locations
- Tactical Air Control Parties,

directing close air support

■ Comms Squadron, providing secure communications for the LF

■ RM Police Troop, directing vehicles, escorting convoys and protecting the LF commander

■ Logistics Sqn, supporting the Brigade HQ and the Support Group.

As the troops forge inland, the logistics offload from the ships begins in earnest, with stores, fuel and equipment ferried ashore by sea and air – possibly under counter-attack.

For this reason, stores may be safer based at sea under the protection of the maritime group.

Mobile logistic and repair support for the LF is provided by the remainder of the Cdo Log Regt, formed of Royals, sailors and soldiers in five squadrons.

■ HQ Sqn liaises between ships and forward units, processing supply needs and prioritising delivery

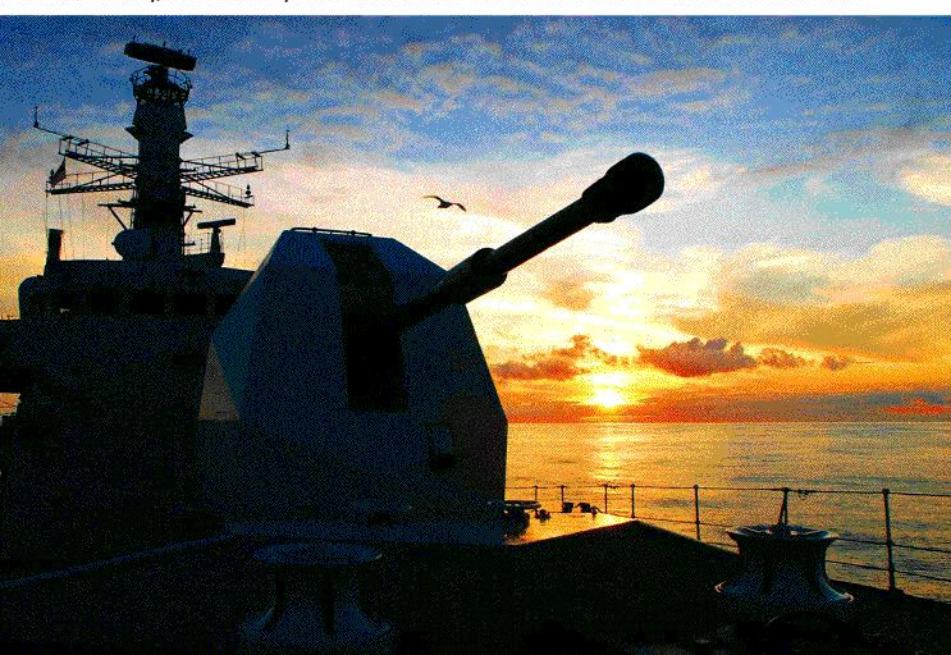
■ Repair and recovery of LF equipment – from guns to vehicles – is down to the Equipment Support Sqn

■ The Logistic Support Sqn provides mobile stores, fuel and vehicle support

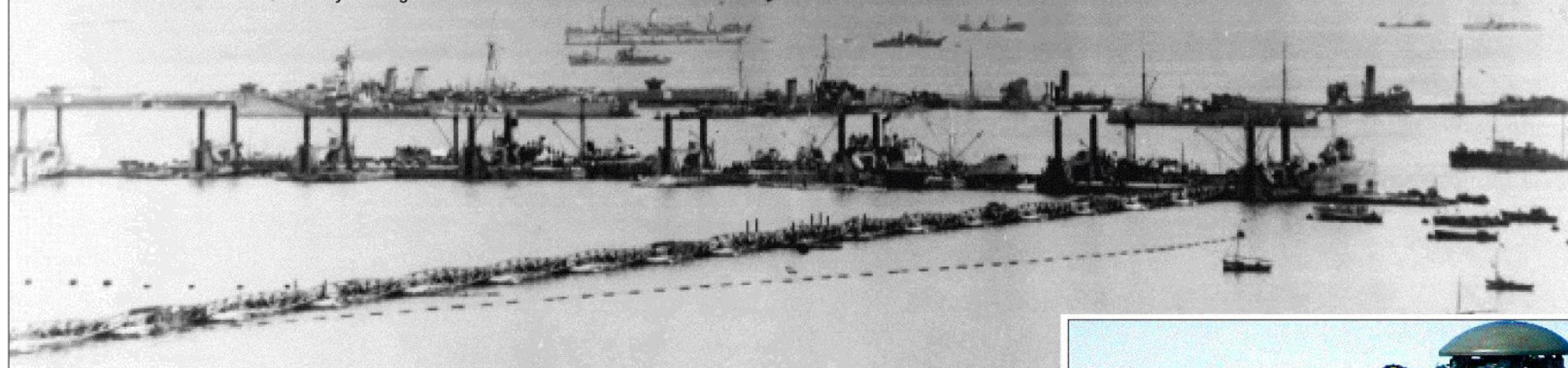
■ The Medical Sqn can create a 100-bed dressing station within hours, close to forward units.

As the LF disappears over the horizon, with a well-established support train in place, the amphibious operation has achieved its aim, and the maritime element is ready for redeployment.

Operations made simple (clockwise from top left): Submarines such as HMS Torbay can help with the gathering; rigid raiding craft of 539 Assault Squadron carry out a mock raid in Norway; Royal load vehicles from HMS Ocean on to their landing craft; troop-carrying Sea King helicopters fly in at the start of an airborne assault; Royal Marines from HMS Albion test the depth of water as a landing craft approaches the assault beach; 40 Commando RM go ashore on the al Faw peninsula in Southern Iraq (or Landing Craft Air Cushion – LCAC) of 539 Assault Squadron RM operates from the dock during exercises in Norway (also on front page); the 4.5in gun of HMS Iron Duke, used in Naval Gun-Flt GR7 Harriers are refuelled on a Royal Navy carrier. The bombers, and Apache gunships, provide support for a Landing Force; a Chinook of 18 Squadron RAF delivers a load of mortar ammunition to 40 Commando in Southern Iraq; a Mexeflote pontoon is used to offload bulk stores from RFA Fort Rosalie



● One of the artificial Mulberry Harbours on the Normandy coast, a crucial factor in the success of the D-Day Landings in 1944



Modern force shaped by blunders of the past

AT FIRST it was a non-contest – every Tom, Dick and Harry (or Norman) who took a shine to the green and pleasant island of Britain just walked straight in and helped themselves.

Romans, Angles, Saxons, Vikings, through to William the Conqueror's troops in 1066, found little real resistance from the locals, who were split into tribes and could be picked off with some ease by a well-organised and determined assault force.

But then things started to look up for the English; they started to dish out some of the same medicine they had been receiving.

It was hardly surprising that the locals became familiar with amphibious operations; living on an island, any sort of military expedition (except for regular domestic subjugation in Wales and Scotland) was an amphibious operation as the army had to cross one stretch of water or another.

So it was that Edward III and Henry V backed their territorial claims in France by force, and as the English Navy gathered strength so the opportunity to mount such amphibious operations became more frequent.

The English became just as adept at thwarting enemy attempts to land, with the Spanish suffering a particularly resounding defeat when the Armada was routed in 1588 and plans for an invasion disappeared.

The Royal Navy gradually gained almost total mastery of the seas, bringing with it both success and a very real but hidden danger.

It was all becoming a little too easy – a squadron of ships would sail unchallenged into some far-flung corner of the empire and, invariably, a landing force would take possession of whatever it wanted.

This mastery bred a kind of arrogance, which meant the science of amphibious operations was never studied by commanders; by dint of bravery, luck or sheer bloody-mindedness, the British would tend to win through, albeit with the odd bloody nose (or much worse) for their efforts.

In too many cases, control of the sea did not act as a springboard for victory on *terra firma*.

And yes, there were major successes along the way.

Gibraltar (1704 – a joint operation between British and Dutch marines, a combination which still exists today), Quebec (1759) and in particular Aboukir (1801), for example, were all well-planned and well-executed examples of combined operations.

But all too often there was



● HMS Fearless's Beach Recovery Vehicle allows Royal Marines of 3 Commando Brigade a dry landing at San Carlos Bay during the Falklands War in 1982

friction between Admiral X and General Y, resulting in a disjointed and frequently ill-conceived plan of action.

That parlous state of affairs culminated in the débâcle of Gallipoli in 1915, a thoroughly poor campaign from inception to execution – the only saving grace was the successful subsequent evacuation, another type of amphibious operation.

Designed to help put the Turks out of the war by allowing an attack on the capital, Constantinople, Gallipoli was a plan B to the Navy's ill-fated attempt to force a route through the narrow Dardanelles into the Sea of Marmara.

The Navy took a battering – although ironically, and unbeknownst to the Allies, the Turkish forts were on the verge of defeat when the warships withdrew – so a landing was suggested, giving the warships cover in the narrow

waters.

But with vague plans drawn up using inaccurate maps and outdated guides, the odds were always stacked against the assault force, and as the Turks expected such an assault they quickly built defences in all the likely spots which effectively sealed the fate of the landing forces.

British, French, Australian and New Zealand forces went ashore on April 25 at Cape Helles and Anzac, but barely left the beaches before being bogged down in the kind of attritional trench warfare familiar from the Western Front.

A flanking manoeuvre at Suvla Bay, co-ordinated with a breakthrough from Anzac, petered out, and the troops were finally pulled out in December and January.

Around 46,000 Allied soldiers died, with total casualty figures estimated at 250,000 – but the Gallipoli campaign showed the Royal Navy was learning fast.

The Anzac and Helles landings were haphazard, using whatever boats and craft were available, but at Suvla a more co-ordinated approach, using troopships and armoured transfer vessels, brought much better results, along with a more effective use of naval gunfire support, which caused the Turks much grief.

Gallipoli was a lesson for the Allies, and one which paved the way for the successful landings in World War 2, such as Operation Torch in North Africa, Anzio and Salerno, and the D-Day Landings in Normandy.

In the case of Normandy, detailed plans were made using

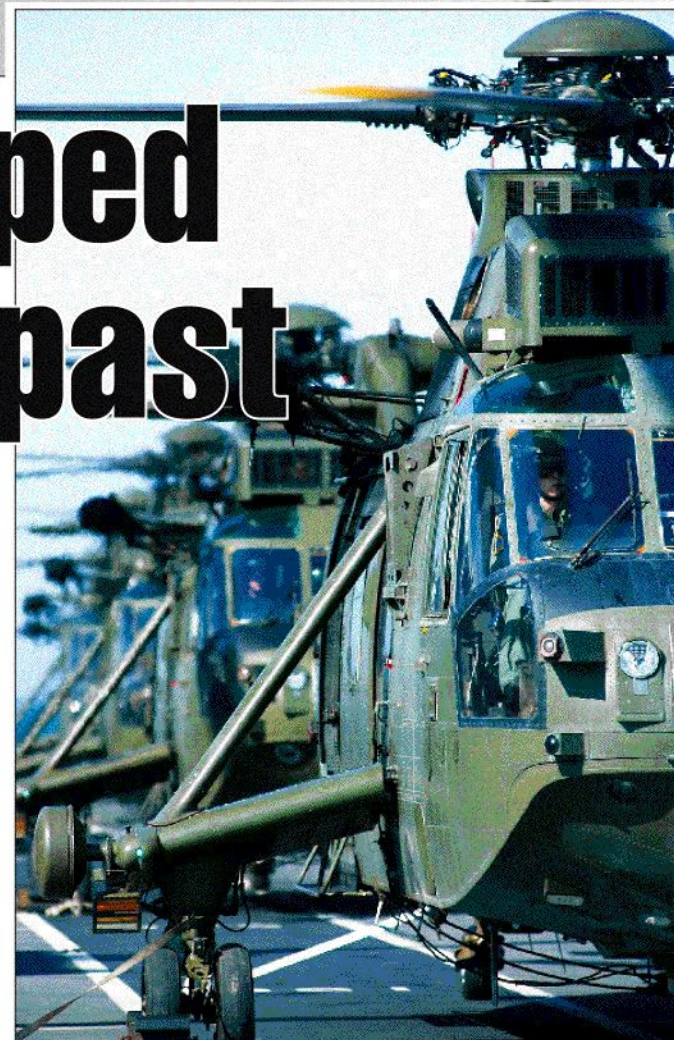
the best intelligence (including the gathering of thousands of picture postcards and family snaps of the continental coast) and specialist equipment, from ships to vehicles, was provided.

And although such a huge operation could not go entirely to plan, all the boxes were ticked – an element of surprise (decoys and feints misled the Germans into concentrating on the Pas de Calais, further east), air and sea superiority, a sufficiently large landing force and an ingenious and well-executed logistics operation.

Whatever the political machinations behind the Suez Crisis of 1956, the assault was a military success for the Royal Navy, and the troops of 45 Commando RM were the first to conduct an amphibious air assault, flying into Port Said using helicopters based on HMS Theseus and HMS Ocean.

But perhaps the best example of a classic British amphibious operation came in the Falklands War, when the British task group managed to win almost complete control of the sea, and subdued the Argentine air threat sufficiently to allow landings to take place.

These were made at the isolated and undefended San Carlos area, allowing an unopposed landing and time for the land force to gather itself and 'yomp' into an ultimately successful engagement with the Argentine defenders, who had been weakened by bombardment and blockade.



● Troop-carrying Sea King Mk4s line up on the flight deck of HMS Ocean

New face for sea power

UK AMPHIBIOUS capability has undergone a radical overhaul to allow the Armed Forces to undertake Combined Ops – flexible enough to deploy rapidly in an emergency, but strong enough to do a job.

The Royal Navy's largest vessel, helicopter carrier HMS Ocean, was commissioned in 1998 and can handle up to 12 Sea Kings, plus six Lynx. She can also cope with Apache and Chinooks helicopters.

Ocean, a Landing Platform Helicopter (LPH), can carry up to 830 Royals, four landing craft, two hovercraft, 40 vehicles and equipment.

Fleet Air Arm assets involved would most likely be the Mk4 Sea King 'Junglies' of 845 and 846 NAS, and the Mk7 Lynx of 847, although Army Apaches will eventually undertake the anti-armour role. Merlins would also have an anti-submarine role in the defensive screen.

Landing Platform Dock (LPD) ships Albion and Bulwark, commissioned in 2003 and 2005 respectively, can also handle Sea King and Chinook aircraft, but can transport and land up to 400 troops each on aircraft and landing craft using a floodable dock aft.

All three vessels have state-of-the-art command and control facilities. The Navy's two aircraft carriers, Ark Royal and Illustrious, are also able to stand in for Ocean if the need arises.

Landing craft available to British forces include the 240-ton Landing Craft Utility (LCU) Mk10, carrying up to 120 troops, and the 25-ton Landing Craft Vehicle and Personnel (LCVP) Mk5 (35 troops). All can also carry certain light vehicles and stores.

The old Landing Ship Logistics (LSLs) of the Knights of the Round Table class are being supplanted by the much larger and more capable Bay-class Landing Ship Dock (Auxiliary), similar in design to the Dutch Rotterdam-class.

The fire support group would most likely comprise frigates and destroyers using their 4.5in guns for Naval Gunfire Support (NGS), while the same ships can also provide varying degrees of air cover and anti-submarine protection for the Task Group and Landing Force; having a British carrier in the area also means that close support for troops on the ground can be provided by GR7 Harriers.

Hunt and Sandown-class mine countermeasures vessels may be included to ensure a safe path to shore, and auxiliaries can supply both the Task Group itself and the force ashore when the main logistics offload gets under way.

Hydrographic vessels can also be used for preliminary littoral surveys.

At this stage powered pontoons, known as Mexeflotes, and specialist landing craft and workboats, operated by 17 Port and Maritime Regiment the Royal Logistic Corps, allow greater tonnages of equipment to be brought ashore at a more measured pace – though defence against sea or aerial attack is just as important to ensure the Landing Force is properly supported.

Acknowledgements

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Photographers whose work was used include PO(Phot) Sean Clee (including the front cover of the supplement), PO (Phot) Steve Lewis, LA(Phot) Christine Wood, PO(Phot) Darren Macdonald, PO(Phot) Jim Gibson, LA(Phot) Jack Russell, LA(Phot) Dave Gallagher and WO2 Giles Penfound.